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# COMMERCIAL RELATIONS

OF THE

UNITED STATES

WITH

FOREIGN COUNTRIES

76058

DURING

THE YEAR 1899.

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IN TWO VOLUMES.

VOLUME I.

---

ISSUED FROM THE BUREAU OF FOREIGN COMMERCE, DEPARTMENT OF STATE.

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WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1900.

## PUBLICATIONS OF THE BUREAU OF FOREIGN COMMERCE.<sup>1</sup>

The publications of the Bureau of Foreign Commerce, Department of State, are:

I.—**COMMERCIAL RELATIONS**, being the annual reports of consular officers on the commerce, industries, navigation, etc., of their districts.

II.—**CONSULAR REPORTS**, issued monthly, and containing miscellaneous reports from diplomatic and consular officers.

III.—**ADVANCE SHEETS, CONSULAR REPORTS**, issued daily, except Sundays and legal holidays, for the convenience of the newspaper press, commercial and manufacturing organizations, etc.

IV.—**EXPORTS DECLARED FOR THE UNITED STATES**, issued quarterly, and containing the declared values of exports from the various consular districts to the United States for the preceding three months.

V.—**SPECIAL CONSULAR REPORTS**, containing series of reports from consular officers on particular subjects, made in pursuance to instructions from the Department.

Following are the special publications issued by the Bureau prior to 1890:

Labor in Europe, 1878, one volume; Labor in Foreign Countries, 1884, three volumes; Commerce of the World and the Share of the United States Therein, 1879; Commerce of the World and the Share of the United States Therein, 1880-81; Declared Exports for the United States, First and Second Quarters, 1883; Declared Exports for the United States, Third and Fourth Quarters, 1883; Cholera in Europe in 1884, 1885; Trade Guilds of Europe, 1885; The Licorice Plant, 1885; Forestry in Europe, 1887; Emigration and Immigration, 1885-86 (a portion of this work was published as CONSULAR REPORTS No. 76, for the month of April, 1887); Rice Pounding in Europe, 1887; Sugar of Milk, 1887; Wool Scouring in Belgium, 1887; Cattle and Dairy Farming in Foreign Countries, 1888 (issued first in one volume, afterwards in two volumes); Technical Education in Europe, 1888; Tariffs of Central America and the British West Indies, 1890.

The editions of all these publications except Tariffs of Central America, etc., are exhausted and the Department is therefore unable to supply copies.

In 1890 the Department decided to publish reports on special subjects in separate form, to be entitled **SPECIAL CONSULAR REPORTS**. There are now the following **SPECIAL CONSULAR REPORTS**:

*Vol. 1 (1890).*—Cotton Textiles in Foreign Countries, Flies in Spanish America, Carpet Manufacture in Foreign Countries, Malt and Beer in Spanish America, and Fruit Culture in Foreign Countries.

*Vol. 2 (1890 and 1891).*—Refrigerators and Food Preservation in Foreign Countries, European Emigration, Olive Culture in the Alpes Maritimes, and Beet-Sugar Industry and Flax Cultivation in Foreign Countries.

*Vol. 3 (1891).*—Streets and Highways in Foreign Countries. (New edition, 1897.)

*Vol. 4 (1891).*—Port Regulations in Foreign Countries.

*Vol. 5 (1891).*—Canals and Irrigation in Foreign Countries. (New edition, 1898.)

*Vol. 6 (1891 and 1892).*—Coal and Coal Consumption in Spanish America, Gas in Foreign Countries, and India Rubber.

*Vol. 7 (1892).*—The Slave Trade in Foreign Countries and Tariffs of Foreign Countries.

*Vol. 8 (1892).*—Fire and Building Regulations in Foreign Countries.

*Vol. 9 (1892 and 1893).*—Australian Sheep and Wool and Vagrancy and Public Charities in Foreign Countries.

*Vol. 10 (1894).*—Lead and Zinc Mining in Foreign Countries and Extension of Markets for American Flour. (New edition, 1897.)

*Vol. 11 (1894).*—American Lumber in Foreign Markets. (New edition, 1897.)

*Vol. 12 (1895).*—Highways of Commerce. (New edition, 1899.)

*Vol. 13 (1896 and 1897).*—Money and Prices in Foreign Countries.

*Vol. 14 (1898).*—The Drug Trade in Foreign Countries.

*Vol. 15 (1898).*—Part I. Soap Trade in Foreign Countries; Screws, Nuts, and Bolts in Foreign Countries; Argols in Europe, Rabbits and Rabbit Furs in Europe, and Cultivation of Ramie in Foreign Countries. Part II. Sericulture and Silk Reeling and Cultivation of the English Walnut.

*Vol. 16 (1899).*—Tariffs of Foreign Countries. Part I. Europe. Part II. America. Part III. Asia. Part IV. Africa. Part V. Australasia and Polynesia. (Parts III, IV, and V not yet published.)

*Vol. 17 (1899).*—Disposal of Sewage and Garbage in Foreign Countries; Foreign Trade in Coal Tar and By-Products.

*Vol. 18 (1900).*—Merchant Marine of Foreign Countries.

Of these **SPECIAL CONSULAR REPORTS**, Australian Sheep and Wool, Cotton Textiles in Foreign Countries, Disposal of Sewage and Garbage, Foreign Trade in Coal Tar, Flies in Spanish America, Fire and Building Regulations, Gas in Foreign Countries, India Rubber, Lead and Zinc Mining, Malt and Beer in Spanish America, Port Regulations, Refrigerators and Food Preservation, Soap Trade, etc., Sericulture, Vagrancy, etc., are exhausted, and no copies can be supplied by the Department.

Of the monthly **CONSULAR REPORTS**, many numbers are exhausted or so reduced that the Department is unable to accede to requests for copies. Of the publications of the Bureau available for distribution, copies are mailed to applicants without charge. In view of the scarcity of certain numbers, the Bureau will be grateful for the return of any copies of the monthly or special reports which recipients do not care to retain. Upon notification of willingness to return such copies, the Department will forward franking labels to be used in lieu of postage in the United States, Canada, the Hawaiian Islands, and Mexico.

Persons receiving **CONSULAR REPORTS** regularly, who change their addresses, should give the old as well as the new address in notifying the Bureau of the fact.

In order to prevent confusion with other Department bureaus, all communications relating to consular reports should be carefully addressed, "Chief, Bureau of Foreign Commerce, Department of State, Washington, U. S. A."

<sup>1</sup> Formerly Bureau of Statistics. Name changed to Bureau of Foreign Commerce by order of the Secretary of State July 1, 1897.

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### EXPLANATORY.

By concurrent resolution of the United States Senate and House of Representatives, adopted April 10, 1900, 14,000 copies of the Review of the World's Commerce, introductory to Commercial Relations of the United States with Foreign Countries during the year 1899, were ordered to be printed, separately, 1,000 to be for the use of the Senate, 3,000 for the House of Representatives, and 10,000 for distribution by the Department of State. The Review is also printed with the regular edition of Commercial Relations (two volumes), of which 8,000 copies were ordered to be printed, 1,000 for the use of the Senate, 2,000 for the House of Representatives, and 5,000 for distribution by the Department of State.

Commercial Relations is wholly distinct from the daily and monthly publications, Consular Reports, the latter dealing with current subjects of importance, while Commercial Relations deals only with annual reports and statistics.

Applications for these publications should be addressed:

CHIEF,

BUREAU OF FOREIGN COMMERCE,

DEPARTMENT OF STATE,

*Washington, D. C.*

## VALUES OF FOREIGN COINS AND CURRENCIES.

The following statements show the valuation of foreign coins, as given by the Director of the United States Mint and published by the Secretary of the Treasury, in compliance with the first section of the act of March 3, 1873, viz: "That the value of foreign coins, as expressed in the money of account of the United States, shall be that of the pure metal of such coin of standard value," and that "the value of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the 1st day of January by the Secretary of the Treasury."

In compliance with the foregoing provisions of law, annual statements were issued by the Treasury Department, beginning with that issued on January 1, 1874, and ending with that issued on January 1, 1890. Since that date, in compliance with the act of October 1, 1890, these valuation statements have been issued quarterly, beginning with the statement issued on January 1, 1891.

The fact that the market exchange value of foreign coins differs in many instances from that given by the United States Treasury has been repeatedly called to the attention of the Bureau of Foreign Commerce. An explanation of the basis of the quarterly valuations was asked from the United States Director of the Mint, and under date of February 7, 1898, Mr. R. E. Preston made the following statement:

"When a country has the single gold standard, the value of its standard coins is estimated to be that of the number of grains fine of gold in them, 480 grains being reckoned equivalent to \$20.67 in United States gold, and a smaller number of grains in proportion. When a country has the double standard, but keeps its full legal-tender silver coins at par with gold, the coins of both gold and silver are calculated on the basis of the gold value.

"The value of the standard coins of countries with the single silver standard is calculated to be that of the average market value of the pure metal they contained during the three months preceding the date of the proclamation of their value in United States gold by the Secretary of the Treasury. The value of the gold coins of silver-standard countries is calculated at that of the pure gold they contain, just as if they had the single gold standard.

"These valuations are used in estimating the values of all foreign merchandise exported to the United States. The value of the Indian rupee, although calculated according to law at the value of the pure metal contained therein, has a commercial value above the value of the silver bullion; consequently the value for customs purposes is determined in each case by the consular certificates attached to the invoice of exports from that country to the United States."

The following statements, running from January 1, 1874, to January 1, 1898, have been prepared to assist in computing the values in American money of the trade, prices, values, wages, etc., of and in foreign countries, as given in consular and other reports. The series of years are given so that computations may be made for each year in the proper money value of such year. In hurried computations, the reductions of foreign currencies into American currency, no matter for how many years, are too often made on the bases of latest valuations. All computations of values, trade, wages, prices, etc., of and in the "fluctuating-currency countries" should be made in the values of their currencies in each year up to and including 1890, and in the quarterly valuations thereafter.

To meet typographical requirements, the quotations for the years 1876, 1877, 1879, 1881, 1882, and 1891-1894 are omitted, these years being selected as showing the least fluctuations when compared with years immediately preceding and following.

To save unnecessary repetition, the estimates of valuations are divided into three classes, viz: (A) countries with fixed currencies, (B) countries with fluctuating currencies, and (C) quarterly valuations of fluctuating currencies.

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<sup>1</sup>Corrected to February 28, 1900.

## A.—Countries with fixed currencies.

The following official (United States Treasury) valuations of foreign coins do not include "rates of exchange."

Countries.	Standard.	Monetary unit.	Value in United States gold.	Coins.
Argentine Republic <sup>1</sup> .	Gold and silver..	Peso .....	\$0.96, 5	Gold—Argentine (\$4.82, 4) and Argentine; silver—peso and divisions.
Austria-Hungary <sup>2</sup> ...	Gold .....	Crown .....	.20, 3	Gold—20 crowns (\$4.06, 2) and 10 crowns.
Belgium .....	Gold and silver..	Franc .....	.19, 3	Gold—10 and 20 franc pieces; silver—5 francs.
Brazil .....	Gold .....	Milreis .....	.54, 6	Gold—5, 10, and 20 milreis; silver—1, 1, and 2 milreis.
British North America (except Newfoundland).	do .....	Dollar .....	1.00	
Chile .....	do .....	Peso .....	.36, 5	Gold—escudo (\$1.25), doubloon (\$3.65), and condor (\$7.30); silver—peso and divisions.
Costa Rica .....	do .....	Colon .....	.46, 5	Gold—2, 5, 10, and 20 colons; silver—5, 10, 25, and 50 centimos.
Cuba .....	Gold and silver..	do .....	.92, 6	Gold—doubloon (\$5.01, 7); silver—peso (50 cents).
Denmark .....	Gold .....	Crown .....	.26, 8	Gold—10 and 20 crowns.
Egypt .....	do .....	Pounds (100 piasters) .....	4.94, 3	Gold—10, 20, 50, and 100 piasters; silver—1, 2, 10, and 20 piasters.
Finland .....	do .....	Mark .....	.19, 3	Gold—10 and 20 marks (\$1.98 and \$3.85, 9).
France .....	Gold and silver..	Franc .....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Germany .....	Gold .....	Mark .....	.23, 8	Gold—5, 10, and 20 marks.
Great Britain .....	do .....	Pound sterling ..	4.86, 6½	Gold—sovereign (pound sterling) and half sovereign.
Greece .....	Gold and silver..	Drachma .....	.19, 3	Gold—5, 10, 20, 50, and 100 drachmas; silver—5 drachmas.
Haiti .....	do .....	Gourde .....	.96, 5	Silver—gourde.
Italy .....	do .....	Lira .....	.19, 3	Gold—5, 10, 20, 50, and 100 lire; silver—5 lire.
Japan <sup>3</sup> .....	Gold .....	Yen .....	.49, 8	Gold—1, 2, 5, 10, and 20 yen.
Liberia .....	do .....	Dollar .....	1.00	
Netherlands <sup>4</sup> .....	Gold and silver..	Florin .....	.40, 2	Gold—10 florin; silver—1, 1, and 2½ florins.
Newfoundland .....	Gold .....	Dollar .....	1.01, 4	Gold—\$2 (\$2.02, 7).
Portugal .....	do .....	Milreis .....	1.08	Gold—1, 2, 5, and 10 milreis.
Russia <sup>5</sup> .....	do .....	Ruble .....	.51, 4	Gold—imperial (\$7.718), ½ imperial (\$3.80), and 1 ruble; silver—1, 1, and 1 ruble.
Spain .....	Gold and silver..	Peseta .....	.19, 3	Gold—25 pesetas; silver—5 pesetas.
Sweden and Norway.	Gold .....	Crown .....	.26, 8	Gold—10 and 20 crowns.
Switzerland .....	Gold and silver..	Franc .....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Turkey .....	Gold .....	Piaster .....	.04, 4	Gold—25, 50, 100, 200, and 500 piasters.
Uruguay .....	do .....	Peso .....	1.08, 4	Gold—peso; silver—peso and divisions.
Venezuela .....	Gold and silver..	Bolivar .....	.19, 3	Gold—5, 10, 20, 50, and 100 bolivars; silver—5 bolivars.

<sup>1</sup> In 1874-1875 the gold standard prevailed.

<sup>2</sup> The gold standard was adopted Oct. 1, 1892. (See Consular Reports, No. 147, p. 623.) Values are still, however, frequently expressed in the florin or guilder, which is worth 2 crowns or 40.8 cents.

<sup>3</sup> Gold standard adopted Oct. 1, 1897. (See Consular Reports, No. 201, p. 259.)

<sup>4</sup> See note to table of fluctuating currencies.

<sup>5</sup> For an account of the adoption of the gold standard, see Review of the World's Commerce, 1896-97, p. 254.

B.—Countries with fluctuating currencies, 1874–1890.

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on January 1—					
			1874.	1875.	1878.	1880.	1883.	1884.
Austria-Hungary <sup>1</sup> ...	Silver	Florin	\$0.47,6	\$0.45,8	\$0.45,8	\$0.41,3	\$0.40,1	\$0.39,8
Bolivia.....	do	Dollar until 1890; bolivi- ano there- after.	.96,5	.96,5	.96,5	.88,6	.81,2	.80,6
Central America.....	do	Peso	.96,5	.91,8	.91,8	.88,6		
China.....	do	Haikwan tael..	1.61	1.61		.88,6	.81,2	
Colombia.....	do	Peso	.96,5	.96,5	.96,5	.88,6	.81,2	.80,6
Ecuador.....	do	do	.96,5	.91,8	.91,8	.88,6	.81,2	.80,6
Egypt <sup>2</sup> .....	Gold.	Pound (100 piasters).			4.97,4	4.97,4	4.90	4.90
India.....	Silver	Rupee	.45,8	.43,6	.43,6	.39,7	.38,6	.38,8
Japan.....	Gold.	Yen	.99,7	.99,7	.99,7	.99,7		
Mexico.....	Silver	Dollar	1.04,7½	.99,8	.99,8	.90,9	.87,6	.86,9
Netherlands <sup>3</sup> .....	Gold and silver.	Florin	.40,5	.38,5	.38,5	.40,2	.88,2	.87,5
Peru.....	Silver	Sol	.92,5	.91,8	.91,8	.88,6	.81,2	.80,6
Russia.....	do	Ruble	.77,17	.78,4	.78,4	.66,9	.65	.64,5
Tripoli.....	do	Mahbub of 20 piasters.	.87,09	.82,9	.82,9	.74,8	.73,8	.72,7

  

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—					
			1885.	1886.	1887.	1888.	1889.	1890.
Austria-Hungary <sup>1</sup> ...	Silver	Florin	\$0.39,3	\$0.37,1	\$0.35,9	\$0.34,5	\$0.33,6	\$0.42
Bolivia.....	do	Dollar until 1890; bolivi- ano there- after.	.79,5	.75,1	.72,7	.69,9	.68	.85
Central America.....	do	Peso				.69,9	.68	.85
Colombia.....	do	do	.79,5	.75,1	.72,7	.69,9	.68	.85
Ecuador.....	do	do	.79,5	.75,1	.72,7	.69,9	.68	.85
Egypt <sup>2</sup> .....	Gold.	Pound (100 piasters).	4.90	4.90	4.94,8	4.94,3	4.94,3	4.94,3
India.....	Silver	Rupee	.37,8	.35,7	.34,6	.32,2	.32,3	.40,4
Japan.....	Gold.	Yen	.99,7	.99,7	.99,7	.99,7	.99,7	.99,7
Mexico.....	Silver	Dollar	.85,8	.81	.78,4	.75,3	.73,4	.91,7
Peru.....	do	Sol	.86,4	.81,6	.79	.75,9	.73,9	.92,3
Russia.....	do	Ruble	.78,5	.75,1	.72,7	.69,9	.68	.85
Tripoli.....	do	Mahbub of 20 piasters.	.63,6	.60,1	.58,2	.55,9	.54,4	.68
	do		.71,7	.67,7	.65,6	.63	.61,4	.76,7

<sup>1</sup> See footnote table of fixed currencies.

<sup>2</sup> The Egyptian pound became fixed in value at \$4.94,3 in 1887.

<sup>3</sup> The Netherlands florin fluctuated up to the year 1880, when it became fixed at 40.2 cents.

## C.—Quarterly valuations of fluctuating currencies

Countries.	Monetary unit.	1897.				1898.			
		Jan. 1.	Apr. 1.	July 1.	Oct. 1.	Jan. 1.	Apr. 1.	July 1.	Oct. 1.
Bolivia .....	Silver boliviano ..	\$0.47,4	\$0.46,8	\$0.44,3	\$0.41,2	\$0.42,4	\$0.40,9	\$0.41,8	\$0.43,6
Central America .....	Silver peso .....	.47,4	.46,5	.44,3	.41,2	.41,4	.40,9	.41,8	.43,6
	Amoy tael .....	.76,7	.75,7	.71,7	.66,4	.68,5	.66,2	.67,6	.70,6
	Canton tael .....	.76,5	.75,5	.71,5	.66,4	.68,3	.66	.67,4	.70,4
	Chefoo tael .....	.73,3	.72,4	.68,6	.63,7	.65,6	.63,8	.64,6	.67,5
	Chinkiang tael .....	.74,9	.73,9	.70	.65,1	.66,9	.64,6	.66	.69
China .....	Fuchau tael .....	.70,9	.70	.66,3	.61,6	.63,4	.61,2	.62,5	.65,3
	Haikwan tael .....	.78	.77	.73,1	.67,8	.69,7	.67,3	.68,8	.71,8
	Hankau tael .....	.71,7	.70,8	.67,1	.62,3	.64,1	.61,9	.63,2	.66
	Ningpo tael .....	.73,7	.72,8	.68,9	.64	.64,3	.63	.65	.67,9
	Niuchwang tael .....	.71,9	.71	.67,2	.62,5	.65,9	.62	.63,4	.66,2
	Shanghai tael .....	.70	.69,1	.65,5	.60,8	.62,6	.60,4	.61,7	.64,5
	Swatow tael .....	.70,8	.69,9	.66,2	.61,5	.63,3	.61,1	.62,4	.65,2
	Takao tael .....	.77,2	.76,2	.72,2	.67	.66	.66,6	.68	.71
	Tientsin tael .....	.74,3	.73,4	.69,5	.64,6	.66,4	.64,1	.65,5	.68,4
	Silver peso .....	.47,4	.46,8	.44,3	.41,2	.42,4	.40,9	.41,8	.43,6
Colombia .....	do .....	.47,4	.46,8	.44,3	.41,2	.42,4	.40,9	.41,8	.43,6
Ecuador .....	Silver rupee .....	.22,5	.22,2	.21,1	.19,6	.20,1	.19,1	.19,9	.20,7
India <sup>1</sup> .....	Silver yen .....	.51,1	.50,5						
Japan .....	Silver dollar .....	.51,5	.50,8	.48,2	.44,6	.46	.44,4	.45,4	.47,4
Mexico .....	Silver kran .....	.08,7	.08,6	.08,2	.07,6	.07,8	.07,5	.07,7	.08
Persia .....	Silver sol .....	.47,4	.46,8	.44,3	.41,2	.42,4	.40,9	.41,8	.43,6
Peru .....									
Russia .....	Silver ruble .....	.37,9	.37,4						

Countries.	Monetary unit.	1899.				1900.
		Jan. 1.	April 1.	July 1.	Oct. 1.	
Bolivia .....	Silver boliviano ..	\$0.43,9	\$0.43,4	\$0.44,3	\$0.43,6	\$0.42,7
Central America .....	Silver peso .....	.43,9	.43,4	.44,3	.43,6	.42,7
	Amoy tael .....	.71	.70,2	.71,6	.70,5	.69,1
	Canton tael .....	.70,8	.70	.71,4	.70,3	.68,9
	Chefoo tael .....	.67,9	.67,2	.68,4	.67,4	.66,1
	Chinkiang tael .....	.69,3	.68,6	.69,9	.68,9	.67,5
	Fuchau tael .....	.65,6	.65	.66,2	.65,2	.64
	Haikwan tael .....	.72,2	.71,4	.72,8	.71,8	.70,3
	Hankau tael .....	.66,4	.65,7	.67	.66	.64,7
	Ningpo tael .....	.68,2	.67,5	.68,8	.67,8	.66,5
	Niuchwang tael .....	.66,5	.65,9	.67,1	.66,1	.64,8
China .....	Shanghai tael .....	.64,8	.64,1	.65,4	.64,4	.63,1
	Swatow tael .....	.65,5	.64,9	.66,1	.65,1	.63,9
	Takao tael .....	.71,4	.70,7	.72	.71	.69,6
	Tientsin tael .....	.68,8	.68	.69,4	.68,3	.67
	Silver peso .....	.43,9	.43,4	.44,3	.43,6	.42,7
	do .....	.43,9	.43,4	.44,3	.43,6	.42,7
	Silver rupee .....	.20,8	.20,6	.21	.20,7	.20,3
Colombia .....	Silver dollar .....	.47,7	.47,2	.48,1	.47,4	.46,4
Ecuador .....	Silver kran .....	.08,1	.08	.08,2	.08	.07,9
India <sup>1</sup> .....	Silver sol .....	.43,9	.43,4	.44,3	.43,6	.42,7
Japan .....						
Mexico .....						
Persia .....						
Peru .....						

<sup>1</sup>The commercial value of the rupee to be determined by consular certificate.

## FOREIGN WEIGHTS AND MEASURES.

The following table embraces only such weights and measures as are given from time to time in Consular Reports and in Commercial Relations:

*Foreign weights and measures, with American equivalents.*

Denominations.	Where used.	American equivalents.
Almude .....	Portugal .....	4.422 gallons.
Ardeb .....	Egypt .....	7.6907 bushels.
Are .....	Metric .....	0.02471 acre.
Arrobe .....	Paraguay .....	25 pounds.
Arratel or libra .....	Portugal .....	1.011 pounds.
Arroba (dry) .....	Argentine Republic .....	25.3175 pounds.
Do. ....	Brazil .....	32.38 pounds.
Do. ....	Cuba .....	25.3664 pounds.
Do. ....	Portugal .....	32.38 pounds.
Do. ....	Spain .....	25.36 pounds.
Do. ....	Venezuela .....	25.4024 pounds.
Arroba (liquid) .....	Cuba, Spain, and Venezuela .....	4.263 gallons.
Arshine .....	Russia .....	28 inches.
Arshine (square) .....	do. ....	5.44 square feet.
Artel .....	Morocco .....	1.12 pounds.
Baril .....	Argentine Republic and Mexico .....	20.0787 gallons.
Barrel .....	Malta (customs) .....	11.4 gallons.
Do. ....	Spain (raisins) .....	100 pounds.
Berkovets .....	Russia .....	361.12 pounds.
Bongkal .....	India .....	832 grains.
Bouw .....	Sumatra .....	7,096.5 square meters.
Bu. ....	Japan .....	0.1 inch.
Butt (wine) .....	Spain .....	140 gallons.
Caffso .....	Malta .....	5.4 gallons.
Candy .....	India (Bombay) .....	529 pounds.
Do. ....	India (Madras) .....	500 pounds.
Cantar .....	Morocco .....	113 pounds.
Do. ....	Syria (Damascus) .....	575 pounds.
Do. ....	Turkey .....	124.7086 pounds.
Cantaro (cantar) .....	Malta .....	175 pounds.
Carga .....	Mexico and Salvador .....	300 pounds.
Catty .....	China .....	1.333 $\frac{1}{3}$ (1 $\frac{1}{3}$ ) pounds.
Do <sup>1</sup> .....	Japan .....	1.31 pounds.
Do. ....	Java, Siam, and Malacca .....	1.35 pounds.
Do. ....	Sumatra .....	2.12 pounds.
Centaro .....	Central America .....	4.2631 gallons.
Centner .....	Bremen and Brunswick .....	117.5 pounds.
Do. ....	Darmstadt .....	110.24 pounds.
Do. ....	Denmark and Norway .....	110.11 pounds.
Do. ....	Nuremberg .....	112.43 pounds.
Do. ....	Prussia .....	113.44 pounds.
Do. ....	Sweden .....	93.7 pounds.
Do. ....	Vienna .....	123.5 pounds.
Do. ....	Zollverein .....	110.24 pounds.
Do. ....	Double or metric .....	220.46 pounds.
Chih. ....	China .....	14 inches.
Coyan .....	Sarawak .....	3.098 pounds.
Do. ....	Siam (Koyan) .....	2.667 pounds.
Cuadra .....	Argentine Republic .....	4.2 acres.
Do. ....	Paraguay .....	78.9 yards.
Do. ....	Paraguay (square) .....	8.077 square feet.
Do. ....	Uruguay .....	Nearly 2 acres.
Cubic meter .....	Metric .....	35.3 cubic feet.
Cwt. (hundredweight) .....	British .....	112 pounds.
Deastatine .....	Russia .....	2.6997 acres.
Do. ....	Spain .....	1.599 bushels.
Drachme .....	Greece .....	Half ounce.
Egyptian weights and measures .....	(See Consular Reports No. 144.)	

<sup>1</sup> More frequently called "Kin." dupols.

Among merchants in the treaty ports it equals 1.33 $\frac{1}{3}$  pounds avoirdupois.



*Foreign weights and measures, with American equivalents—Continued.*

Denominations.	Where used.	American equivalents.
Fanega (dry).....	Central America.....	1.5745 bushels.
Do.....	Chile.....	2.575 bushels.
Do.....	Cuba.....	1.599 bushels.
Do.....	Mexico.....	1.54728 bushels.
Do.....	Morocco.....	Strike fanega, 70 lbs.; full fanega, 118 lbs.
Do.....	Uruguay (double).....	7.776 bushels.
Do.....	Uruguay (single).....	3.888 bushels.
Do.....	Venezuela.....	1.599 bushels.
Fanega (liquid).....	Spain.....	16 gallons.
Feddan.....	Egypt.....	1.03 acres.
Frall (raisins).....	Spain.....	50 pounds.
Frasco.....	Argentine Republic.....	2.5096 quarts.
Do.....	Mexico.....	2.5 quarts.
Fuder.....	Luxemburg.....	264.17 gallons.
Garnice.....	Russian Poland.....	0.88 gallon.
Gram.....	Metric.....	15.432 grains.
Hectare.....	do.....	2.471 acres.
Hectoliter:		
Dry.....	do.....	2.838 bushels.
Liquid.....	do.....	26.417 gallons.
Joch.....	Austria-Hungary.....	1.422 acres.
Ken.....	Japan.....	6 feet.
Kilogram (kilo).....	Metric.....	2.2046 pounds.
Kilometer.....	do.....	0.621376 mile.
Klafter.....	Russia.....	216 cubic feet.
Koku.....	Japan.....	4.9629 bushels.
Kerree.....	Russia.....	3.5 bushels.
Last.....	Belgium and Holland.....	85.134 bushels.
Do.....	England (dry malt).....	82.52 bushels.
Do.....	Germany.....	2 metric tons (4,480 lbs.).
Do.....	Prussia.....	112.29 bushels.
Do.....	Russian Poland.....	11½ bushels.
Do.....	Spain (salt).....	4,760 pounds.
League (land).....	Paraguay.....	4,638 acres.
Li.....	China.....	2,115 feet.
Libra (pound).....	Castilian.....	7,100 grains (troy).
Do.....	Argentine Republic.....	1.0127 pounds.
Do.....	Central America.....	1.048 pounds.
Do.....	Chile.....	1.014 pounds.
Do.....	Cuba.....	1.0161 pounds.
Do.....	Mexico.....	1.01465 pounds.
Do.....	Peru.....	1.0143 pounds.
Do.....	Portugal.....	1.011 pounds.
Do.....	Uruguay.....	1.0143 pounds.
Do.....	Venezuela.....	1.0161 pounds.
Liter.....	Metric.....	1.0567 quarts.
Live (pound).....	Greece.....	1.1 pounds.
Do.....	Guiana.....	1.0791 pounds.
Load.....	England (timber).....	Square, 50 cubic feet; unhewn, 40 cubic feet; inch planks, 600 super- ficial feet.
Manzana.....	Costa Rica.....	1½ acres.
Do.....	Nicaragua and Salvador.....	1.727 acres.
Marc.....	Bolivia.....	0.507 pound.
Maund.....	India.....	82½ pounds.
Meter.....	Metric.....	39.37 inches.
Mil.....	Denmark.....	4.68 miles.
Do.....	Denmark (geographical).....	4.61 miles.
Milla.....	Nicaragua and Honduras.....	1.1493 miles.
Morgen.....	Prussia.....	0.63 acre.
Oke.....	Egypt.....	2.7225 pounds.
Do.....	Greece.....	2.84 pounds.
Do.....	Hungary.....	3.0817 pounds.
Do.....	Turkey.....	2.85418 pounds.
Do.....	Hungary and Wallachia.....	2.5 pints.
Pic.....	Egypt.....	21½ inches.
Picul.....	Borneo and Celebes.....	135.64 pounds.
Do.....	China, Japan, and Sumatra.....	138½ pounds.
Do.....	Java.....	135.1 pounds.
Do.....	Philippine Islands (hemp).....	139.45 pounds.
Do.....	Philippine Islands (sugar).....	140 pounds.
Pie.....	Argentine Republic.....	0.9478 foot.
Do.....	Castile.....	0.91407 foot.
Pik.....	Turkey.....	27.9 inches.
Food.....	Russia.....	36.112 pounds.
Fund (pound).....	Denmark and Sweden.....	1.102 pounds.
Quarter.....	Great Britain.....	8.252 bushels.
Do.....	London (coal).....	96 bushels.
Quintal.....	Argentine Republic.....	101.42 pounds.
Do.....	Brazil.....	130.06 pounds.

*Foreign weights and measures, with American equivalents—Continued.*

Denominations.	Where used.	American equivalents.
Quintal .....	Castile, Chile, Mexico, and Peru .....	101.61 pounds.
Do .....	Greece .....	123.2 pounds.
Do .....	Newfoundland (fish) .....	112 pounds.
Do .....	Paraguay .....	100 pounds.
Do .....	Syria .....	125 pounds.
Do .....	Metric .....	220.46 pounds.
Rottle .....	Palestine .....	6 pounds.
Do .....	Syria .....	54 pounds.
Sagen .....	Russia .....	7 feet.
Salm .....	Malta .....	490 pounds.
Se .....	Japan .....	0.02451 acre.
Seer .....	India .....	1 pound 13 ounces.
Shaku .....	Japan .....	11.9305 inches.
Sho .....	do .....	1.6 quarts.
Standard (St. Petersburg) .....	Lumber measure .....	166 cubic feet.
Stone .....	British .....	14 pounds.
Suerte .....	Uruguay .....	2,700 cuadras (see Cuadra).
Sun .....	Japan .....	1.193 inches.
Tael .....	Cochin China .....	590.75 grains (troy).
Tan .....	Japan .....	0.25 acre.
To .....	do .....	2 pecks.
Ton .....	Space measure .....	40 cubic feet.
Tonde (cereals) .....	Denmark .....	3.94783 bushels.
Tondeland .....	do .....	1.36 acres.
Tsubo .....	Japan .....	6 feet square.
Tsun .....	China .....	1.41 inches.
Tunna .....	Sweden .....	4.5 bushels.
Tunnland .....	do .....	1.22 acres.
Vara .....	Argentine Republic .....	34.1208 inches.
Do .....	Castile .....	0.914117 yard.
Do .....	Central America .....	32.87 inches.
Do .....	Chile and Peru .....	33.367 inches.
Do .....	Cuba .....	33.384 inches.
Do .....	Curacao .....	33.375 inches.
Do .....	Mexico .....	33 inches.
Do .....	Paraguay .....	34 inches.
Do .....	Venezuela .....	33.384 inches.
Vedro .....	Russia .....	2.707 gallons.
Vergees .....	Isle of Jersey .....	71.1 square rods.
Verst .....	Russia .....	0.663 mile.
Vlocka .....	Russian Poland .....	41.96 acres.

## METRIC WEIGHTS AND MEASURES.

## Metric weights:

Milligram ( $\frac{1}{1000}$  gram) equals 0.0154 grain.

Centigram ( $\frac{1}{100}$  gram) equals 0.1543 grain.

Decigram ( $\frac{1}{10}$  gram) equals 1.5432 grains.

Gram equals 15.432 grains.

Decagram (10 grams) equals 0.3527 ounce.

Hectogram (100 grams) equals 3.5274 ounces.

Kilogram (1,000 grams) equals 2.2046 pounds.

Myriagram (10,000 grams) equals 22.046 pounds.

Quintal (100,000 grams) equals 220.46 pounds.

Millier or tonnea—ton (1,000,000 grams) equals 2,204.6 pounds.

## Metric dry measures:

Milliliter ( $\frac{1}{1000}$  liter) equals 0.061 cubic inch.

Centiliter ( $\frac{1}{100}$  liter) equals 0.6102 cubic inch.

Deciliter ( $\frac{1}{10}$  liter) equals 6.1022 cubic inches.

Liter equals 0.908 quart.

Decaliter (10 liters) equals 9.08 quarts.

Hectoliter (100 liters) equals 2.838 bushels.

Kiloliter (1,000 liters) equals 1.308 cubic yards.

## Metric liquid measures:

Milliliter ( $\frac{1}{1000}$  liter) equals 0.0388 fluid ounce.

Centiliter ( $\frac{1}{100}$  liter) equals 0.338 fluid ounce.

Deciliter ( $\frac{1}{10}$  liter) equals 0.845 gill.

Liter equals 1.0567 quarts.

Decaliter (10 liters) equals 2.6418 gallons.

Hectoliter (100 liters) equals 26.418 gallons.

Kiloliter (1,000 liters) equals 264.18 gallons.

**Metric measures of length:**

Millimeter ( $\frac{1}{1000}$  meter) equals 0.0394 inch.

Centimeter ( $\frac{1}{100}$  meter) equals 0.3937 inch.

Decimeter ( $\frac{1}{10}$  meter) equals 3.937 inches.

Meter equals 39.37 inches.

Decameter (10 meters) equals 393.7 inches.

Hectometer (100 meters) equals 328 feet 1 inch.

Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches).

Myriameter (10,000 meters) equals 6.2137 miles.

**Metric surface measures:**

Centare (1 square meter) equals 1,550 square inches.

Are (100 square meters) equals 119.6 square yards.

Hectare (10,000 square meters) equals 2.471 acres.

## MESSAGE FROM THE PRESIDENT OF THE UNITED STATES.

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*To the Senate and House of Representatives:*

I transmit herewith a communication from the Secretary of State, accompanying the Commercial Relations of the United States for the year 1899, being the annual and other reports of a comprehensive character from the consular officers, together with similar reports from some of the diplomatic officers, setting forth the industries and commerce of foreign countries, with particular reference to the introduction or increased sale of American products. It is gratifying to be able to state that these reports show a marked increase in the practical utility to our exporters and manufacturers of the services of our official representatives, both diplomatic and consular, in promoting trade, and present a mass of evidence as to the steady growth in popularity in foreign markets of our manufactured goods as well as of our food supplies, our raw materials, and the products of our mines. In view of these facts, I approve the recommendation of the Secretary of State that Congress authorize the printing of the usual edition of 10,000 copies of the general summary entitled "Review of the World's Commerce" and of 5,000 copies of Commercial Relations (including this summary), to enable the Department of State to meet the demand for such information.

WILLIAM MCKINLEY.

EXECUTIVE MANSION,  
*Washington, March 1, 1900.*

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## LETTER FROM THE SECRETARY OF STATE.

DEPARTMENT OF STATE,  
*Washington, February 27, 1900.*

The PRESIDENT:

In accordance with section 208 of the Revised Statutes, I have the honor to transmit the Commercial Relations of the United States with Foreign Countries during the year 1899, being the annual and other reports of a comprehensive character from the consular officers, together with similar reports from some of the diplomatic officers, upon the industries and commerce of foreign countries, especially in

their relation to the industrial development of the United States and the opportunities for or hindrances to the increased sale of those of our products which have already commended themselves in the world's markets and the introduction of such of them as, thus far, are comparatively unknown abroad. These reports present not only the latest statistics for the trade of each country and the share which the United States now enjoys or may hope to gain, but a mass of valuable details and suggestions as to the activities and prospects of all the important industrial and trade centers of the world and the latest information as to the resources and commercial needs of regions which have but recently felt the impulse of modern development.

Under special instructions from this Department, the consular officers are addressing themselves with steadily increasing zeal and efficiency to the work of collecting information of practical utility to manufacturers in the United States who feel the necessity of enlarging the channels of foreign demand for their surplus production, and they have undoubtedly been stimulated and encouraged in their efforts by the promptitude with which their reports are printed and distributed or are otherwise utilized for the benefit of American trade. The annual reports which, in the then imperfect condition of the machinery for their proper editing and publication, were formerly subject to considerable delay in transmission to Congress, are now sent to that body with the least possible loss of time after the receipt of the completed series at the end of every calendar year, and pains is taken to supplement them with all available sources of current information, so that "Commercial Relations" shall accurately represent existing conditions at the time of the final revision of the work. The value to our business interests of such a cyclopedia brought practically up to date of issue is obvious, and in my judgment, it affords gratifying evidence of an aptitude and capacity on the part of our consular service in promoting trade which seem to be exciting the applause and emulation of foreign observers as well as the growing appreciation of United States producers and exporters.

The consular officers, and, to an increasing extent, the diplomatic officers as well, are rendering a variety of important services to American trade by answering, through the Bureau of Foreign Commerce of this Department, specific inquiries from individual business firms as well as from organized trade bodies, with important results in enlarging the markets for American manufactures as well as for the products of our farms, our forests, and our mines. The answers to such inquiries, if of sufficient general importance, are promptly utilized in the form of daily Consular Reports, which are distributed with the least possible delay to the newspaper press, to chambers of commerce and other trade organizations, and to the interests more immediately concerned, so that the country at large may receive the benefit

of such data. No other country in the world, it should be remarked, has so rapid a system of disseminating similar information, or one that so satisfactorily meets the requirements of its industries and commerce. In the development of this service, the Department of State is greatly indebted for many valuable suggestions from our manufacturers, exporters, trade bodies, and producers of raw materials, as well as from a number of trade newspapers, experts, and economists, which have been utilized in instructions to our representatives abroad, and in the improvement of methods in the editing and publication of their reports.

Thanks to the industrial genius and energy of our people, the United States has been so quick to avail itself of the commercial opportunities in other countries and to adapt itself to their special requirements, as indicated from time to time in the Consular Reports, that, notwithstanding its comparatively recent entrance into the markets of the world as a competitor with the older manufacturing nations, it has already acquired a standing and reputation in many lines of production which encourage the hope of a brilliant future in export trade for many industries which, but a few years ago, were accustomed to regard their horizon as bounded by the domestic demand.

I have the honor to recommend that Congress be requested, in conformity with its action for four years past, to authorize the printing, under the direction of the Department of State, of a special edition of 10,000 copies of the Review of the World's Commerce, to be distributed by this Department as the daily, monthly, and special Consular Reports are now distributed, and of 5,000 copies of Commercial Relations, to enable the Department to meet requests for the entire work.

Respectfully submitted.

JOHN HAY.

H. Doc. 481, Pt. 1—2



## INSTRUCTIONS TO CONSULAR OFFICERS.

DEPARTMENT OF STATE,  
Washington, July 10, 1899.

*To the Consular Officers of the United States:*

GENTLEMEN: In pursuance to instructions sent you July 8, 1896, August 10, 1897, and August 5, 1898, and to paragraph 3 of section 592 (pp. 253 and 254) of Consular Regulations, you are hereby instructed to prepare and forward to the Bureau of Foreign Commerce of this Department, not later than November 1, and sooner if practicable, a report, in an unnumbered dispatch, on the commerce and industries of your consular district, covering any facts and figures for the year 1898 not already transmitted to the Department, and as complete and accurate a statement as may be obtained of the trade and industries of said district for the six months ended June 30, 1899.

The special object of this instruction is to enable the Department to lay before Congress, on or about the 1st of January, 1900, a comprehensive statement of the trade, not only of the United States with the rest of the world, but of the various countries with each other. The Department is aware of the difficulty of obtaining official statistics covering so recent a period as the first half of the year 1899; but the success which has attended previous efforts of consular officers in obtaining recent information from both official and unofficial sources, as embodied in the Reviews of the World's Commerce for 1894-95, 1895-96, 1896-97, and 1898, published separately, and also as an introduction to the annual volumes Commercial Relations of the United States for those years, encourages the hope that you will be enabled to make a satisfactory exhibit. The Department is not so much concerned as to obtaining detailed figures with the stamp of official accuracy as in securing an intelligent survey of the industrial activity and general tendencies of trade. The business men of the United States are particularly interested in learning whether there has been an increase or decrease in the more important lines of exports and imports, especially such as enter into the trade of the United States; also, the application of new processes of an industrial character which may either open up a new channel of supply from this country or suggest to our manufacturers improvements in their own processes or the creation of new industries.

Consular officers, from time to time, have reported upon deficiencies in American methods of packing goods and of the conditions of transportation, exchange, banking, etc., with this country, and the disadvantage under which we labor from the fact that European houses give longer credits and more liberal terms, not only as to payments by their customers, but in manufacturing certain patterns and quantities of goods and in getting them up in attractive shape to meet local peculiarities and customs. All these subjects are matters of practical importance in considering the means of developing American trade, and you are requested to make such further suggestions with regard to them as the more recent developments of business in your district seem to warrant.

Other subjects of special importance are: Changes in currency values, especially in the United States gold value of the monetary unit, and the rate of exchange; changes in tariff rates and customs rules, port regulations, wharfage dues; improvements in harbor facilities; extension of telegraph and cable service; existing condition of transportation facilities (internal, coastwise, and ocean), including new lines of railways, new wagon and caravan routes, new canal or river systems, opened or projected, and the actual means and time of communication with United States ports, noting any material increase or decrease in freight rates; existing rates of licenses for carrying on business, especially those relating to commercial travelers; regulations affecting commercial travelers, including requirements as to passports, etc.; condition of the merchant marine, including data as to vessels built and vessels purchased from other countries; tonnage owned and employed in commerce with other countries, and methods of aiding and protecting the merchant marine; regulations, in



brief, as to quarantine; also, any laws or regulations of a discriminating character which affect American vessels; statement as to any taxes or excises, in addition to tariff rates, which affect United States trade; changes in patent, copyright, and trademark laws; existing postal rates, domestic and foreign.

Full information is also desired in regard to any laws requiring goods to be marked so as to show the country of origin or manufacture.

If it be impracticable for you to obtain all the information asked for in the time prescribed, state the fact in your dispatch and forward the omitted data as a supplementary report as soon as possible. You will observe on page 254 of Consular Regulations that the report herein called for is required to be transmitted by August 1. It is possible that you have already prepared your report in compliance with this regulation; if so, you need only supplement it with the additional data called for in this instruction.

Please acknowledge this instruction by addressing the Chief of the Bureau of Foreign Commerce and informing him whether he may expect the report called for within the time necessary for transmission after November 1, 1899.

The two volumes Commercial Relations for 1898 have been mailed to you. From a careful examination of these you will be able to inform yourself fully as to the scope and details of your report.

I am, gentlemen, your obedient servant,

THOS. W. CRIDLER,  
*Third Assistant Secretary.*

# REVIEW OF THE WORLD'S COMMERCE.

## INTRODUCTION.

Since the date of the last annual review of reports from consular and diplomatic officers upon the industries and commerce of foreign countries, the commercial expansion of the United States, which was then (February, 1899) described as having passed the boundaries of speculation and experiment, has proceeded at a pace which has exceeded the expectations of even those who were most confident of a great development of our export trade. The progress noted in previous issues of the Review in extending the sales of American manufactures in the strongly competitive markets of Europe has continued unchecked, except in the few instances where the quality of goods has been sacrificed to cheapness, as, for example, a falling off in the sales of bicycles because of the exportation of inferior wheels,<sup>1</sup> and the word "American" seems to be rapidly attaining a world-wide celebrity as indicating excellence and superior utility in many lines of goods, especially in machinery of all kinds, labor-saving implements, furniture, boots and shoes, railroad, bridge, and other building supplies, hardware, and a great variety of other classes of articles of iron and steel. The recent scarcity of coal in Europe and the increased demand for American coal seems also to indicate that the United States is about to become a great purveyor of industrial as well as human food, and that while supplying the world with a constantly growing share of the finished products which it has heretofore taken almost exclusively from European workshops, we shall add to the raw material they have long looked to us to furnish, and the food stuffs upon which their laboring populations so largely depend, a considerable part of the fuel for their industrial fires.<sup>2</sup> The broad lesson to be drawn from the reports of the consular officers and the data obtained from other sources as summarized in the following Review would seem to be this: That neither the products of our agriculture, our forests, and our mines, nor those of our workshops and factories, have anything to fear so long as they preserve their distinguishing merits, and that the only danger they have to face is a falling off in the standard either through carelessness or the mistaken desire to obtain larger profits by lowering the quality. The reason American cottons have obtained

<sup>1</sup> See report of Acting Consul Monaghan, of Chemnitz, Advance Sheets United States Consular Reports No. 632, January 19, 1900.

<sup>2</sup> The United States, according to recent estimates, is now well in advance of any nation in the world in its production of coal, as well as of iron and steel. See "Mineral Statistics for 1899" in Engineering and Mining Journal, New York, January 6, 1900, and letter from Mr. Charles H. Cramp in the Washington Post, January 18, 1900; also Bulletin of the American Iron and Steel Association, Philadelphia, January 22, 1900.

and held a conceded superiority in the markets of China and East Africa is because they have been found by the natives to be more durable than competing cloths, and the same reputation maintained in other lines of goods would seem to be the best guaranty for the permanent and healthful growth of our foreign trade.

This conclusion is the more obvious when we consider that the remarkable development of our exports of manufactures has been due to their excellence rather than to any marked improvements in our methods of pushing sales abroad. It is a matter of frequent remark on the part of our consular officers that while the efforts of the various organized trade bodies and export agencies which have come into existence in the United States during the past few years are doing good work in directing and systematizing export methods, the individual exporter too often still clings to the trade usages which, while effective enough in the home market, are of but little use, if not actually a hindrance, in extending sales in countries where widely different conditions prevail. It is gratifying to be able to state, however, that the Bureau of Foreign Commerce notes a marked increase of interest, as shown by letters of inquiry addressed to it, among manufacturers, shipping houses, producers of agricultural, forest, and fishery products, lumbermen, miners—in short, every branch of industry in the United States—in the conditions of demand and supply and the special requirements in foreign markets in which they might hope to compete, and the volume of requests addressed either directly to the consuls or to the Department of State for detailed and accurate information indicates a constantly growing perception of the importance of catering intelligently to the varying needs of foreign customers. In these inquiries, as well as in communications from trade bodies, trade newspapers, and individual experts in various branches of industry, and from economists engaged in the study of trade changes and fluctuations, many valuable suggestions for inquiry by consular officers are obtained with results of great practical utility which are promptly given to the public in the daily consular reports.

When the fact is taken into consideration that many of these inquiries are technical in character, entailing careful research and accuracy of statement, it will be seen that the consular service is often called upon to perform tasks which only experts could be expected to discharge satisfactorily, but as a general rule, the results so fully meet the special requirements that a basis for intelligent action is seldom lacking. It is but due to the consular officers to say that they seldom complain of the burdens thus imposed, but, on the contrary, often exhibit the zeal of the missionary in promoting American trade, and supply from month to month a growing mass of voluntary information and suggestion which is nearly always of a practical character. Besides preparing reports and conducting a large individual correspondence relating to purely trade or industrial questions through the Department, many of them lend their personal efforts to the introduction of American goods, and at some of the consulates, samples are exhibited to foreign buyers. Such collections have been opened in connection with consulates, or through the influence of consular officers, at Constantinople, Beirut, Smyrna, and Nice, and at Tampico, Mexico. The consuls at Chefoo, China; at Leipsic, Germany, and at Edinburgh have offered to inaugurate similar exhibits. Ambassador

Hitchcock, while in St. Petersburg, took steps looking to the opening of an American exposition there. The arrangement made by Consul Dudley, of Vancouver, whereby all trade catalogues from the United States are to be exhibited in the rooms of the board of trade of that city, and the action of Vice-Consul-General Hanauer, of Frankfort, in arranging with a large Rhine transportation company for the introduction of American coal into Germany, are among the more recent instances of extra official effort to give practical direction to our export trade. Special attention has also been given by consular officers to the improvement of transportation facilities between United States and foreign ports, and the establishment of direct steamship lines has been urged with practical results, as in the Mediterranean and in the Baltic.<sup>1</sup> As was remarked in last year's Review,<sup>2</sup> "there is, of course, a limit to the usefulness of Government agencies of this character," because of the official considerations necessarily involved, but until private enterprise shall have mastered the intricacies of foreign trade conditions and our manufacturers and exporters are represented by capable agents of their own in foreign markets, the consular service will doubtless continue to be the main reliance for blazing the way into new fields of consumption for our products.

During the calendar year 1899, according to the figures of the Treasury Department,<sup>3</sup> the domestic exports of the United States amounted to \$1,252,903,987, against \$1,233,558,140 in 1898. The percentage of manufactured products was 30.39 in 1899, 24.96 in 1898; of agricultural products, 62.42 in 1899, 69.06 in 1898; of mineral products, 2.66 in 1899, 2.09 in 1898; of forest products, 3.80 in 1899, 3.16 in 1898; of fishery products, 0.45 in 1899, 0.47 in 1898. It will be seen that the gain was most marked in manufactured goods, and the increase is the more significant from the fact that it synchronizes with a general revival of industrial activity in Europe, showing that we were able to hold our own in an intensified competition in the world's markets and with a greatly increased consumption at home of iron and steel, which were being exported in increasing quantities during the period of our commercial depression. Our total imports during the calendar year 1899 were valued at \$798,845,571, against \$634,964,448 in 1898, an increase of nearly \$164,000,000. Analyzing the Treasury figures, we find that the percentage of imports free of duty was 43.91 in 1899, 43.26 in 1898; of articles in a crude condition which enter into the various processes of domestic industry, 33.45 in 1899, 31.85 in 1898; of articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts, 9.45 in 1899, 9.31 in 1898. There was a drop in the percentage of "articles manufactured ready for consumption" from 16.50 in 1898 to 14.90 in 1899, although there was an increase from 12.76 to 13.45 in "articles of voluntary use, luxuries," etc. In other words, it would appear that we are importing more foreign materials for use in our industries and less of finished

<sup>1</sup> See reports of Consul-General Dickinson, Constantinople, United States Consular Reports (No. 376, Advance Sheets, and No. 224, monthly issue, May, 1899); and reports of Ambassador Hitchcock and Consul-General Holloway, St. Petersburg, United States Consular Reports (No. 261, Advance Sheets, and No. 220, monthly issue, January, 1899).

<sup>2</sup> Review of the World's Commerce, 1898, page 22.

<sup>3</sup> Monthly Summary of Commerce and Finance, December, 1899, page 1819.

manufactures, with a slight gain in our consumption of foreign "luxuries"—a condition of things attesting a steadily widening industrial activity, with substantial results in a general increase of our national prosperity and purchasing power.

An examination of the Treasury figures of exports and imports by articles for the calendar years 1898 and 1899, which precede the summary of consular reports by countries in this Review, will show large increases in the exports of most of the important articles of manufacture, such as agricultural implements, cotton goods, electrical supplies, and apparatus for scientific purposes, manufactures of iron and steel, including hardware, machinery of various kinds, cash registers, metal-working machines, printing presses, pumps and pumping machinery, sewing machines, locomotive and other steam engines, typewriting machines, nails and spikes, pipes and fittings, stoves, etc.; leather and leather goods of all kinds, vegetable oils, lumber, furniture, house finishings of wood, etc. The total exports of railway cars and other vehicles fell off from \$10,959,712 in 1898 to \$9,856,453 in 1899, but this is explained by the heavy decline in cycles (included under this heading) from \$7,092,197 in 1898 to \$4,820,284 in 1899. The sales abroad of railway cars and other vehicles, except cycles, rose from \$3,867,515 in 1898 to \$5,036,169 in 1899.

In addition to the Treasury tables giving the exports and imports of the United States during 1899, which are reprinted for purposes of comparison, a statement of the trade of the more important commercial nations, with the relative share of the United States, has been compiled from various sources in order that a comprehensive picture of the trade of the world in its most recent phases may be presented. Following these, the Review treats of each country separately under the proper geographical division.

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DEPARTMENT OF STATE,  
*February 23, 1900.*

## COMMERCE OF THE WORLD IN 1899.

The following table shows the imports and exports of all countries for which statistics have been received by the Bureau of Foreign Commerce.

Countries.	Imports.	Exports.
United States .....	\$798,845,571	\$1,275,499,671
United Kingdom .....	2,360,619,989	1,604,888,674
France (special commerce) .....	813,909,960	752,534,408
Germany .....	1,308,013,014	983,561,266
Belgium (special commerce) .....	406,817,945	842,072,621
Greece <sup>1</sup> .....	12,349,064	7,231,119
Italy <sup>2</sup> .....	253,536,134	229,417,170
Austria-Hungary .....	328,191,890	390,191,900
Switzerland (special commerce) <sup>3</sup> .....	153,001,485	134,232,690
Russia <sup>1</sup> .....	148,834,485	134,232,690
Canada <sup>4</sup> .....	152,021,068	154,083,650
Mexico <sup>4</sup> .....	50,839,194	64,946,246
Costa Rica <sup>4</sup> .....	4,258,896	5,659,218
Argentine Republic <sup>5</sup> .....	87,670,900	117,617,780
British Guiana <sup>4</sup> .....	6,532,778	8,523,318
Uruguay <sup>5</sup> .....	19,251,897	25,156,754
British India <sup>4</sup> .....	276,045,732	384,414,796
Japan <sup>6</sup> .....	86,738,587	87,831,878
Straits Settlements <sup>1</sup> .....	57,937,064	51,073,664
Cape Colony <sup>6</sup> .....	63,174,063	103,989,567
Natal <sup>6</sup> .....	19,534,914	6,521,864
Lourenço Marques <sup>1</sup> .....	6,401,272	1,496,737
Madagascar <sup>1</sup> .....	1,621,819	465,094

<sup>1</sup> Six months of 1899.

<sup>2</sup> Eleven months of 1899.

<sup>3</sup> Nine months of 1899.

<sup>4</sup> Fiscal year 1898-99.

<sup>5</sup> Ten months of 1899.

<sup>6</sup> Nine months of 1899 for imports; six months of 1899 for exports.

## SHARE OF THE UNITED STATES IN THE WORLD'S TRADE.

For purposes of comparison, the following tables, showing the trade of all countries (as far as figures are available) and the share of the United States therein, for the years 1898 and 1897, have been compiled from consular reports and foreign official returns:

## AFRICA.

	Imports.			Exports.		
	1898.		1897.	1898.		1897.
	Total.	From United States.	Total.	Total.	To United States.	Total.
Madeira.....	\$1,550,464	\$954,587	\$1,165,677	\$2,000,087	\$11,021	\$1,224,768
Canary Islands.....	1,324,000	57,900	.....	2,000,000	.....	.....
Algeria.....	61,975,000	1,284,800	58,441,000	62,146,000	167,800	57,079,000
Morocco.....	1,450,109	.....	1,431,708	3,358,513	.....	.....
Tunis.....	10,831,448	.....	10,827,242	8,523,989	.....	7,028,017
Tripoli.....	.....	.....	2,824,850	.....	.....	1,728,944
Egypt.....	54,587,202	1,641,000	52,860,000	58,353,000	4,515,000	61,460,000
British West Africa:						
Sierra Leone.....	2,950,795	129,496	2,221,704	1,415,951	.....	1,950,238
Gambia.....	1,127,095	.....	2,627,095	1,200,073	.....	897,322
Gold Coast.....	4,675,470	.....	8,816,285	4,823,424	.....	4,774,400
Nigeria.....	.....	.....	8,746,693	.....	.....	4,708,700
Niger Protectorate.....	3,113,069	.....	8,192,311	3,650,960	.....	3,623,146
Liberia.....	.....	.....	5,545,235	.....	.....	3,623,031
Kongo Free State.....	4,660,731	821	4,266,000	4,901,564	.....	2,960,000
French West Africa:						
Senegal.....	5,679,206	.....	5,095,226	4,112,138	.....	3,810,470
Ivory Coast.....	1,040,000	.....	9,014,900	922,000	.....	919,000
Dahomey.....	1,005,045	.....	1,832,089	1,124,162	.....	1,771,006
Guinea.....	1,755,806	38,188	1,486,827	1,513,342	.....	1,509,132
German West Africa:						
Togoland.....	481,764	.....	457,451	189,794	.....	408,920
Kameroun.....	1,424,057	.....	1,304,222	901,748	.....	968,567
Southwest Africa.....	1,187,426	.....	.....	308,863	.....	.....
Angola.....	3,056,876	.....	4,050,300	4,827,801	.....	5,041,900
Cape Colony.....	80,827,519	10,605,068	89,235,484	9,730,203	.....	98,320,901
Natal.....	28,904,279	.....	29,115,269	8,182,037	140,122	7,886,946
Transvaal.....	51,744,000	1,907,400	64,038,300	10,716,025	.....	.....
Orange Free State.....	5,900,000	.....	5,994,000	9,860,000	.....	10,877,600
Belgium Congo.....	12,893,113	.....	17,135,719	2,198,294	.....	.....
British Central Africa.....	6,606,112	.....	4,482,276	184,751	.....	218,516
Madagascar.....	4,154,370	556,452	3,535,199	745,234	4,607	2,825,075
German East Africa.....	.....	.....	2,830,300	957,280	.....	1,272,700

AMERICA.									
British East Africa.....	1,428,700	86,587,484	119,218,600	70,766,816	159,485,770	41,122,566	847,900	1,143,700	875,040
Mauritius.....	9,083,000	24,164,704	48,538,100	21,490,610	68,064,630	48,469,900	10,197,000	1,143,700	9,744,800
Reunion.....	8,847,500	884,409	6,968,618	2,296,800	4,871,000	2,296,800	8,708,400	281,867	8,597,800
Zanzibar.....	7,567,747	457,000	2,871,580	6,552,880	8,690,000	1,191,500	7,289,447	281,867	5,786,519
Canada.....	140,805,960	1,159,866	905,217	.....	850,566	547,267	.....	.....	187,960,288
Maricao.....	50,869,200	5,156,771	5,048,486	.....	2,008,698	.....	.....	.....	188,166,700
British Honduras.....	1,248,900	1,969,827	1,872,827	.....	554,308	510,827	.....	.....	1,404,400
Costa Rica.....	4,268,000	8,078,880	9,062,100	3,552,200	7,046,692	4,398,588	.....	.....	5,579,700
Guatemala.....	8,880,000	8,415,770	8,415,770	2,220,188	.....	884,544	.....	.....	7,889,500
Honduras.....	1,666,000	1,112,400	10,517,486	2,192,845	11,244,300	4,202,051	.....	.....	1,283,000
Nicaragua.....	2,780,000	1,142,088	1,076,000	.....	654,122	.....	.....	.....	2,976,000
Salvador.....	1,650,400	457,000	160,568	.....	.....	.....	.....	.....	688,650
British West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barbados.....	1,159,866	831,088	905,217	.....	850,566	547,267	.....	.....	725,522
Bermuda.....	5,156,771	1,969,827	5,048,486	.....	2,008,698	.....	.....	.....	.....
Bermuda.....	1,710,448	999,131	1,872,827	.....	554,308	510,827	.....	.....	621,486
Jamaica.....	8,078,880	8,415,770	8,415,770	2,220,188	7,046,692	4,398,588	.....	.....	6,889,190
Leeward Islands.....	415,770	131,440	9,062,100	.....	.....	884,544	.....	.....	562,569
Trinidad.....	11,112,400	2,414,606	10,517,486	2,192,845	11,244,300	4,202,051	.....	.....	9,708,187
Turkey.....	.....	.....	160,568	.....	.....	.....	.....	.....	209,260
Danish West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dutch West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
French West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Martinique.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guadeloupe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Haiti.....	2,987,370	2,688,191	9,785,257	.....	2,682,728	.....	.....	.....	5,863,702
Santo Domingo (Dominican Republic).....	5,943,800	2,688,191	2,785,625	.....	12,747,900	.....	.....	.....	2,468,601
Argentine Republic.....	1,694,279	4,783,828	5,470,000	8,469,988	5,789,997	65,087,288	.....	.....	11,216,600
Brazil.....	107,428,000	11,129,065	98,288,900	10,101,700	138,829,000	29,981,066	.....	.....	4,675,889
Brazil.....	11,010,800	8,000,000	8,000,000	10,404,400	9,600,000	.....	.....	.....	101,169,800
Brazil.....	106,398,000	10,101,700	121,200,000	124,770,900	8,821,400	.....	.....	.....	9,600,000
Chile.....	87,825,600	8,480,711	16,437,000	8,427,654	61,845,000	2,769,700	.....	.....	116,802,000
Colombia.....	4,900,000	1,300,000	16,284,000	1,040,000	7,100,000	.....	.....	.....	49,860,600
Ecuador.....	325,400	.....	7,700,000	1,040,000	7,100,000	1,100,000	.....	.....	12,945,000
Falkland Islands.....	.....	.....	7,700,000	1,040,000	7,100,000	1,100,000	.....	.....	4,500,000
Gibraltar.....	.....	.....	7,700,000	1,040,000	7,100,000	1,100,000	.....	.....	604,500
British c.....	6,582,778	1,880,513	6,158,288	1,640,846	8,528,318	4,078,407	.....	.....	8,215,899
Dutch.....	2,029,269	409,866	2,238,887	406,725	2,084,445	1,115,455	.....	.....	2,084,666
French.....	894,362	.....	.....	.....	1,116,891	.....	.....	.....	.....
Paraguay.....	2,822,488	.....	2,200,000	685,000	2,207,461	.....	.....	.....	1,960,000
Peru.....	1,121,800	876,900	8,101,800	18,961,100	18,961,100	1,212,400	.....	.....	12,775,900
Uruguay.....	24,764,856	1,982,467	19,850,000	1,605,000	30,276,914	984,000	.....	.....	28,427,000
Venezuela.....	.....	.....	13,241,000	1,605,000	30,276,914	984,000	.....	.....	621,510,000

a Estimated. b For 1897 and 1898. c Fiscal years 1898-99 and 1897-98. d These figures include the transit trade. e 1896. f Classified with the British West Indies for trade reasons. g 1897 and 1894.



## Share of the United States in the world's trade—Continued.

## ASIA.

	Imports.			Exports.		
	1898.		1897.	1898.		1897.
	Total.	From United States.	Total.	Total.	To United States.	To United States.
Aden a.....	\$14,819,800	\$1,183,222	\$12,713,800	\$12,376,800	\$1,924,555	\$11,452,245
British India a.....	276,045,700	4,460,544	276,578,800	384,414,300	18,803,502	17,239,372
Ceylon.....	146,705,000	12,028,000	148,880,000	110,425,000	8,391,000	13,876,000
China.....	72,288,200	1,388,700	78,045,600	87,687,100	.....	84,586,400
Dutch India.....	19,771,700	.....	687,000	.....	.....	2,388,000
French Indo-China.....	188,196,000	19,920,500	109,550,000	81,072,700	23,560,900	57,489,800
Japan.....	5,909,200	685,087	5,638,700	d 2,854,800	.....	79,694,000
Korea.....	26,586,300	.....	12,068,200	13,463,680	.....	d 4,486,900
Persia.....	12,760,500	.....	95,681,800	17,045,900	.....	.....
Siam c (Figures relate to Bangkok alone).....	104,869,171	1,238,900	.....	90,849,778	10,400,600	10,720,900
Strait Settlements.....	a 5,116,855	2,510	a 8,319,750	a 3,972,823	489,428	a 4,712,615
Turkey in Asia.....	a 8,871,700	51,742	a 5,258,300	a 4,061,400	102,898	a 5,164,200
Alexandretta.....	1,154,976	14,280	.....	792,700	.....	106,782
Beirut.....	2,246,100	.....	.....	2,148,000	.....	.....
Ezzerum.....	.....	.....	.....	.....	.....	.....
Sivas.....	.....	.....	.....	.....	.....	9,065,100
AUSTRALASIA.						
New South Wales.....	108,338,000	4,895,500	108,818,900	110,216,000	6,860,000	115,584,600
New Zealand.....	40,080,414	3,900,000	39,200,700	51,185,400	.....	43,717,700
Queensland.....	26,231,800	.....	28,231,000	52,813,300	.....	43,241,300
South Australia a.....	80,662,900	.....	84,729,218	88,980,200	.....	88,717,352
Tasmania.....	8,122,204	1,355,955	84,652,000	5,515,504	978	5,379,000
Victoria.....	81,645,870	4,289,416	76,200,000	77,242,294	677,413	81,401,000
West Australia.....	25,506,998	.....	31,235,800	24,137,870	.....	19,174,486
a Fiscal years 1898-99 and 1897-98						
b Two ports of Pondichery and Karhal only.				c 1896.		
				d Exclusive of specie.		

POLYNESIA.

Fiji.....	1,142,900	8,496,591	1,210,532	2,599,200	17,256,064	2,101,646
Hawaii.....	10,365,315		7,662,628	17,846,744		16,021,775
New Caledonia.....	1,391,300		1,676,000	1,840,188		1,359,000
Samoa.....	370,188	62,474	323,680	285,472	38,068	289,198
Society Islands.....	599,429	265,406	760,127	83,415	204,467	680,133
Tonga.....	171,188			192,068		

EUROPE.

Austria-Hungary.....	387,307,984		342,051,082	22,301,900	347,431,314	327,158,316
Belgium.....	347,847,000	58,498,300	596,594,000	44,713,110	582,840,700	547,598,000
Bulgaria.....	14,085,800	76,800	15,210,880	63,405	12,841,641	17,538,598
Denmark.....	121,940,000	17,176,656	110,580,000	12,943,800	56,554,000	87,929,000
France.....	1,077,518,000	128,880,000	991,634,000	24,098,400	901,985,500	929,679,000
Germany.....	1,303,680,224	168,800,000	1,150,228,058	189,087,200	962,415,548	906,835,178
Greece.....	29,369,212		22,156,000	189,750,963	17,270,584	15,675,000
Italy.....	271,485,000	32,071,775	280,100,000	24,102,998	296,074,107	210,810,000
Netherlands.....	698,380,800	94,140,860	692,911,000		609,872,102	559,820,900
Portugal.....	643,603,000		54,680,400	4,876,848		41,094,900
Romania.....			68,665,000	4,222,389		43,296,000
Russia.....	281,005,500		264,265,500	24,554,100	354,932,000	362,173,502
Sarvia.....	7,982,686		8,745,600	15,905,280	10,899,263	10,706,016
Spain.....	94,436,000	203,229	145,526,240	20,260,550	137,569,000	171,601,300
Sweden.....			99,625,000	1,988,828		94,800,000
Norway.....	75,755,750	3,536,700	71,275,180	8,240,200	43,054,050	48,508,000
Switzerland.....	205,609,000	14,600,000	199,025,000	10,330,200	189,688,000	183,231,000
Turkey.....	11,800,580		13,462,220	6,147,199	6,461,500	14,113,312
United Kingdom.....	2,351,892,918	630,310,775	2,256,144,800	566,206,135	1,106,794,200	1,171,068,540

TRADE OF CUBA AND PUERTO RICO WITH PRINCIPAL FOREIGN COUNTRIES IN 1897 AND 1898.

Imports from Cuba and Puerto Rico into—		1898.	1897.	Exports to Cuba and Puerto Rico from—		1898.	1897.
United Kingdom.....		839,850	9208,000	United Kingdom.....		\$2,990,900	\$5,843,000
Germany.....		3,897,960	8,660,000	Germany.....		1,157,000	1,583,000
France.....		2,919,800	2,470,000	France.....		286,000	283,000
Belgium.....		45,000	75,800	Belgium.....		44,000	78,000
United States.....		18,316,200	16,253,400	United States.....		10,760,200	9,376,500
Spain.....			28,040,000	Spain.....			55,812,000

a Excluding the northern territory.

b Exclusive of specie.

c 1896.

*Share of the United States in the world's trade—Continued.*

**TRADE OF THE PHILIPPINES WITH PRINCIPAL FOREIGN COUNTRIES IN 1897 AND 1898.**

Imports from Philippines into—	1898.	1897.	Exports to the Philippines from—	1898.	1897.
France.....	\$1,883,500	\$2,159,600	France.....	\$115,800	\$135,100
United Kingdom a.....	7,283,000	6,223,400	United Kingdom.....	1,116,900	2,063,600
Germany.....	300,800	271,800	Germany.....	887,940	567,800
Belgium.....	178,000	6,272,200	Belgium.....	40,300	645,600
United States.....	4,099,500	4,352,200	United States.....	147,800	69,500
Spain.....	.....	32,442,600	Spain.....	.....	15,384,500

a The figures for the United Kingdom include trade with the Ladroneas.

b 1896.

# COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES.

The following figures, compiled by the Bureau of Statistics of the United States Treasury,<sup>1</sup> give the trade of the United States for the last two calendar years, with data as to imports and exports by groups and articles; also, the trade with the various countries for the last ten years:

*Imports and exports of merchandise, 1898 and 1899.*

Groups.	Twelve months ending December—			
	1898.		1899.	
IMPORTS.				
Free of duty:		Per cent.		Per cent.
Articles of food, and animals .....	\$87,823,654	32.54	\$96,289,513	27.44
Articles in a crude condition which enter into the various processes of domestic industry..	150,200,088	55.96	209,879,608	59.83
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	19,166,517	7.14	27,382,123	7.80
Articles manufactured ready for consumption	7,842,587	2.98	10,660,390	3.04
Articles of voluntary use, luxuries, etc .....	3,851,877	1.43	6,622,320	1.89
Total free of duty .....	268,384,173	100.00	350,813,954	100.00
Dutiable:				
Articles of food, and animals .....	100,506,148	27.41	133,681,872	29.62
Articles in a crude condition which enter into the various processes of domestic industry..	49,055,549	13.89	57,614,351	12.86
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	89,961,169	10.90	48,013,882	10.73
Articles manufactured ready for consumption	96,982,272	26.45	107,679,466	24.08
Articles of voluntary use, luxuries, etc .....	80,095,137	21.85	101,042,046	22.76
Total dutiable .....	366,580,275	100.00	448,031,617	100.00
Free and dutiable:				
Articles of food, and animals .....	187,829,802	29.58	229,971,385	28.75
Articles in a crude condition which enter into the various processes of domestic industry..	199,255,637	31.85	267,498,959	33.45
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	59,127,686	9.31	75,376,005	9.45
Articles manufactured ready for consumption	104,804,809	16.50	118,339,856	14.90
Articles of voluntary use, luxuries, etc .....	88,946,514	12.76	107,664,366	13.45
Total imports of merchandise.....	634,964,448	100.00	798,845,571	100.00
Per cent of free.....		42.26		43.91
Duties collected from customs .....	182,810,559		224,077,131	
Remaining in warehouse at the end of the month.....				
EXPORTS.				
Domestic:				
Products of—Agriculture .....	851,915,762	69.06	782,105,048	62.42
Manufactures .....	307,924,994	24.96	380,787,891	30.39
Mining .....	25,851,092	2.09	33,279,187	2.66
Forest .....	39,080,313	3.16	47,562,121	3.80
Fisheries .....	5,819,206	.47	5,637,077	.45
Miscellaneous.....	3,016,771	.26	3,532,663	.28
Total domestic.....	1,238,568,140	100.00	1,252,908,987	100.00
Foreign:				
Free of duty .....	10,468,648	47.09	9,548,468	42.26
Dutiable .....	11,524,478	52.91	13,047,216	57.74
Total foreign.....	21,993,126	100.00	22,595,684	100.00
Total exports.....	1,255,561,266		1,275,499,671	
Imports of gold .....	158,163,952		51,194,964	
Exports of gold .....	16,194,954		45,379,411	
Imports of silver.....	29,131,380		30,844,961	
Exports of silver.....	58,797,104		53,461,737	

<sup>1</sup> See Monthly Summary of Finance and Commerce, December, 1899.

Imports and exports of merchandise during calendar years 1890-1899.

## IMPORTS.

Countries.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
<b>EUROPE.</b>										
Austria-Hungary .....	\$11, 172, 671	\$11, 136, 545	\$7, 857, 101	\$9, 578, 964	\$6, 524, 334	\$6, 983, 083	\$7, 330, 800	\$7, 069, 747	\$4, 983, 226	\$8, 054, 459
Azores and Madeira Islands.....	38, 860	26, 815	27, 965	24, 635	27, 621	12, 101	13, 584	20, 638	15, 240	11, 383
Belgium .....	10, 723, 607	11, 115, 455	10, 145, 455	10, 478, 058	8, 139, 458	12, 866, 317	11, 262, 204	13, 910, 545	9, 258, 185	11, 733, 802
Denmark .....	242, 101	284, 222	215, 611	247, 837	198, 464	388, 686	292, 200	822, 316	207, 525	630, 306
France .....	81, 847, 202	68, 168, 819	71, 917, 973	68, 841, 288	50, 345, 491	70, 386, 631	55, 694, 541	66, 790, 145	55, 714, 439	70, 404, 908
Germany .....	102, 886, 617	90, 778, 484	87, 176, 470	88, 948, 564	67, 142, 932	88, 962, 317	98, 749, 168	96, 062, 278	77, 679, 016	89, 579, 339
Gibraltar .....	39, 370	113, 146	166, 670	47, 654	12, 785	14, 287	51, 581	744, 657	12, 241	17, 307
Greece .....	1, 485, 128	1, 362, 865	1, 184, 956	946, 002	451, 337	588, 497	829, 988	744, 657	1, 094, 868	1, 002, 403
Greenland, Iceland, etc. ....	95, 495	76, 879	96, 982	125, 475	144, 306	134, 612	40, 056	135, 254	87, 401	78, 659
Italy .....	22, 024, 331	21, 815, 216	23, 603, 291	21, 917, 628	19, 680, 372	22, 224, 708	19, 885, 600	20, 165, 602	21, 904, 811	26, 469, 541
Malta, Gozo, etc. ....	16, 874, 795	8, 677, 637	15, 671, 372	12, 569, 407	15, 774, 608	13, 066, 946	10, 809, 855	13, 762, 785	13, 306, 087	15, 278, 069
Netherlands .....	1, 492, 375	1, 675, 719	2, 154, 154	2, 576, 688	1, 874, 265	2, 016, 778	2, 027, 548	2, 425, 538	2, 528, 759	3, 774, 642
Portugal .....	1, 492, 375	1, 675, 719	2, 154, 154	2, 576, 688	1, 874, 265	2, 016, 778	2, 027, 548	2, 425, 538	2, 528, 759	3, 774, 642
Roumania .....	2, 847, 838	3, 566, 764	2, 940, 210	2, 826, 907	1, 660, 639	2, 477, 736	1, 876, 059	2, 270, 021	3, 125, 871	3, 372, 146
Russia, Baltic and White Seas.....	1, 405, 089	1, 991, 864	1, 915, 761	2, 196, 288	1, 527, 745	1, 552, 600	978, 206	1, 778, 002	1, 568, 890	1, 917, 840
Russia, Black Sea .....	6, 507, 612	4, 906, 475	5, 265, 984	4, 983, 710	3, 675, 569	8, 825, 980	3, 786, 411	8, 698, 143	8, 605, 306	5, 841, 686
Servia .....	3, 800, 178	3, 628, 361	3, 929, 890	4, 013, 254	2, 871, 578	3, 190, 081	2, 745, 296	2, 677, 899	2, 588, 087	3, 067, 113
Spain .....	15, 957, 841	15, 015, 414	13, 585, 184	14, 767, 568	12, 183, 145	15, 646, 988	12, 666, 119	12, 692, 309	13, 884, 088	16, 298, 947
Sweden and Norway .....	1, 570, 459	1, 570, 459	2, 272, 217	1, 794, 108	1, 940, 863	2, 711, 615	2, 294, 506	2, 628, 052	2, 437, 263	3, 113, 861
Switzerland .....	194, 634, 689	170, 335, 117	167, 280, 272	150, 804, 488	124, 962, 502	184, 485, 200	194, 440, 228	159, 002, 285	111, 861, 617	142, 321, 497
Turkey in Europe .....	474, 656, 297	415, 060, 402	417, 678, 194	392, 161, 248	317, 511, 448	431, 539, 496	360, 213, 449	407, 970, 352	324, 784, 831	402, 507, 297
United Kingdom .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Europe .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>NORTH AMERICA.</b>										
Bermuda .....	.....	93, 530	650, 349	651, 372	425, 670	517, 356	490, 278	600, 456	449, 218	526, 426
British Honduras .....	.....	287, 632	196, 379	99, 863	166, 227	166, 387	239, 225	291, 579	177, 486	209, 414
<b>Dominion of Canada:</b>										
Nova Scotia, New Brunswick, etc. ....	6, 316, 272	5, 900, 819	5, 629, 505	4, 935, 479	4, 985, 760	6, 547, 581	6, 196, 988	4, 888, 708	3, 625, 861	4, 773, 688
Quebec, Ontario, etc. ....	31, 239, 829	27, 600, 870	27, 768, 971	26, 286, 942	23, 732, 234	30, 447, 745	27, 838, 936	29, 678, 709	22, 266, 365	26, 826, 782
British Columbia .....	2, 122, 908	3, 049, 963	2, 583, 970	3, 250, 511	3, 515, 075	3, 783, 611	3, 819, 922	4, 362, 456	4, 628, 462	4, 748, 166
Total Dominion of Canada .....	39, 739, 009	36, 551, 672	35, 980, 456	34, 492, 832	32, 146, 069	40, 748, 940	37, 865, 806	38, 899, 873	30, 450, 208	38, 616, 186
Newfoundland and Labrador .....	349, 921	366, 980	350, 707	579, 764	427, 441	354, 698	377, 561	448, 223	336, 303	36, 879, 770

NORTH AMERICA.

Bermuda.

British Honduras.

Dominion of Canada:

Nova Scotia, New Brunswick, etc.

Quebec, Ontario, etc.

British Columbia.

Total Dominion of Canada.

Newfoundland and Labrador.

Central American States:									
Costa Rica	1,909,768	2,998,977	1,938,176	2,326,940	2,294,398	8,510,819	8,960,366	8,421,111	8,226,401
Guatemala	2,400,677	2,648,666	2,987,602	2,694,874	2,082,917	2,670,960	1,989,092	2,289,140	1,698,266
Honduras	1,090,276	1,178,918	702,947	712,480	799,667	898,961	1,769,219	2,813,708	1,880,287
Nicaragua	1,666,680	1,790,618	1,488,696	1,641,114	1,265,923	1,561,278	1,198,871	1,323,967	1,176,968
Salvador	1,699,487	1,668,998	2,869,272	1,482,121	8,728,446	2,282,073	1,109,294	1,188,801	748,871
Total Central American States	8,566,728	9,581,897	9,529,691	8,777,279	10,151,216	10,913,681	8,960,844	8,961,227	7,676,827
Mexico	28,827,898	28,910,147	29,413,876	32,872,998	21,192,806	18,207,433	15,887,091	19,650,099	21,670,775
Miquelon, Langley, etc.	15,685	96	62,283	116,368	187,269	160,620	126,048	196,811	73,189
West Indies:									
British	16,880,908	13,278,004	13,887,928	15,169,664	12,127,626	9,407,458	11,605,448	10,489,087	11,948,280
Cuba	64,628,710	69,278,611	78,228,640	70,581,626	76,413,131	61,718,888	24,708,849	16,283,456	18,816,193
Danish	621,406	210,682	491,610	463,890	468,890	287,886	308,941	826,147	388,767
Dutch	117,824	110,826	266,641	88,213	154,115	114,340	165,000	97,624	179,857
French	88,866	20,467	27,640	17,742	21,089	16,242	9,864	9,637	38,997
Haiti	2,655,617	8,157,208	2,288,686	762,870	1,808,446	2,786,816	1,191,816	1,545,061	888,763
Puerto Rico	8,180,064	8,042,951	8,846,661	8,866,243	2,108,726	1,796,240	2,231,769	2,043,261	2,382,170
Santo Domingo	1,880,986	1,469,868	2,219,866	2,860,069	2,794,267	1,865,227	2,762,416	2,180,221	2,851,649
Total West Indies	79,298,864	90,672,906	101,186,469	98,794,717	96,385,767	67,864,188	42,974,093	32,794,804	36,884,026
Total North America	151,490,880	166,817,020	177,810,149	170,874,163	160,081,965	138,923,263	108,400,065	101,762,684	97,767,782
SOUTH AMERICA.									
Argentina	6,449,417	6,726,220	5,312,122	4,468,606	4,481,847	10,068,650	6,688,379	10,898,551	5,669,942
Bolivia	8,784			6,476					
Brazil	68,867,746	100,041,601	101,649,762	78,622,198	80,482,097	79,316,217	65,960,866	66,928,860	58,374,648
Chile	8,810,884	2,906,816	3,676,381	4,471,817	3,668,188	4,289,213	4,688,179	4,008,889	8,064,372
Colombia	4,267,578	4,686,676	3,981,665	2,699,876	2,867,626	4,888,891	4,482,721	6,108,868	4,810,468
Ecuador	7,669,709	4,766,866	988,114	797,686	908,082	860,068	515,679	676,494	1,610,667
Falkland Islands									
Guiana	4,987,827	6,513,922	4,186,487	6,716,912	2,471,917	2,686,888	8,287,818	3,002,487	4,406,046
Guatemala	4,468,772	754,416	794,714	1,202,152	853,474	1,019,990	1,066,963	1,641,699	1,546,226
Dutch	28,297	38,790	28,066	16,960	37,800	26,890	16,254	16,597	24,886
French									
Paraguay									
Peru	400,760	364,816	8,788,898	677,026	543,188	666,911	790,896	513,264	1,121,024
Uruguay	2,496,688	1,628,186	2,446,940	1,694,428	1,798,162	8,247,270	8,669,671	8,669,671	1,487,608
Venezuela	9,968,543	12,018,834	7,341,832	8,178,366	6,811,999	10,678,669	10,260,507	8,556,569	6,609,919
Total South America	100,969,799	134,168,998	131,667,620	108,540,680	108,866,506	117,406,677	99,786,611	108,442,185	88,076,415
ASIA.									
Aden									
China	17,760,174	21,229,212	19,886,164	18,864,089	19,887,875	21,942,860	17,707,817	28,067,740	23,889,180
British									
East Indies	22,811,069	23,666,488	24,588,686	21,691,004	16,873,397	23,640,688	17,668,108	28,540,688	29,171,693
Dutch	7,013,209	7,689,648	7,647,499	11,487,863	8,482,283	9,067,410	18,916,008	12,886,278	18,415,827
French		14					76,168		
Portuguese						668	519		
Total	2,426								
Total	165,989,679	188,817,038	191,864,975	179,415,243	176,949,861	180,334,647	154,647,191	162,411,569	151,664,948

*Imports and exports of merchandise during calendar years 1890-1899—Continued.*  
IMPORTS—Continued.

Countries.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
<b>ASIA—Continued.</b>										
Hongkong .....	\$851,064	\$617,519	\$855,612	\$882,504	\$838,885	\$1,898,920	\$794,136	\$929,054	\$995,188	\$2,899,948
Japan .....	17,179,524	28,914,128	27,198,026	19,486,273	28,100,725	27,430,678	18,214,222	28,085,128	28,255,258	84,208,857
Korea .....				76	100		82			498
Russia, Asiatic .....	94,652	329,082	381,919	355,472	441,017	846,135	201,985	111,687	118,587	57
Turkey in Asia .....	2,611,960	2,976,814	3,061,583	2,682,789	2,987,218	8,420,085	8,108,820	8,581,807	2,574,826	3,680,121
All other Asia .....	26,223	178,970	86,920	46,818	74,886	66,815	61,071	75,273	60,006	1890,87
Total Asia .....	68,840,309	80,451,865	88,574,886	74,846,881	72,530,886	87,098,909	76,171,767	98,896,750	94,812,482	126,868,919
<b>OCEANIA.</b>										
Ankland, Fiji, etc .....										
British Australasia .....	4,218,586	7,407,577	8,812,587	6,444,472	8,402,317	6,760,066	6,651,628	6,896,618	206,119	1,680,878
French Oceania .....	213,109	809,109	281,208	488,457	816,628	201,871	283,808	367,976	5,671,110	8,527,228
German Oceania .....								4,594	206,974	948,668
Guam .....								18,868		10,649
Tonga, Samoa, etc .....								78,946	58,848	47,492
Hawaiian Islands .....	12,886,092	11,644,168	7,854,090	10,468,288	8,970,888	8,061,085	15,241,806	16,811,686	16,887,817	22,188,206
Philippine Islands .....	6,067,224	5,649,151	7,177,901	10,509,048	8,476,162	4,120,184	5,187,241	4,862,181	4,099,625	4,808,467
Total Oceania .....	22,880,018	25,010,006	28,606,786	27,860,246	16,186,940	18,168,125	27,351,236	26,987,868	26,881,191	82,656,068
<b>AFRICA.</b>										
British Africa .....	870,856	987,905	670,488	598,107	547,741	1,198,163	1,477,898	1,217,486	989,806	1,375,766
Canary Islands .....	58,317	72,672	26,468	35,790	84,921	59,499	44,646	27,381	31,641	14,714
French Africa .....	482,892	688,919	420,580	198,066	146,689	409,588	246,870	402,149	600,892	670,311
German Africa .....								98		
Liberia .....	15,287	18,946	20,454	68,587	15,505	4,889	18,980	6,040	6,521	5,970
Madagascar .....		94,167	319,040	126,086	140,147	41,394	14,241	19,735	8,871	8,573
Portuguese Africa .....	31	1,902	18,567	16,948	8,177	12,647	19,121	16,088	16,896	18,468
Spanish Africa .....									88	
Turkey in Africa .....	768,676	2,548,989	2,399,019	2,977,974	8,108,869	3,967,428	7,467,224	7,229,629	5,809,768	8,685,516
All other Africa .....	1,081,027	1,269,440	1,294,298	667,844	798,525	1,055,628	867,885	617,147	772,242	1,071,215
Total Africa .....	3,168,086	5,512,880	5,167,924	4,664,890	4,794,513	6,796,298	9,651,438	9,585,586	8,136,575	11,740,686

## ALL OTHER COUNTRIES.

British, all other <sup>a</sup>	1,842,840	1,725,484	2,447,167	2,267,867	1,878,799	1,668,806				
Spanish, all other <sup>b</sup>		2,866	79,876		334	232				
All other islands and ports <sup>c</sup>	56,087	71,478	8	83,960	52,556	38,151				
Total all other countries	1,901,927	1,799,778	2,526,546	2,351,817	1,931,689	1,761,689				
Grand total	828,397,726	828,820,943	840,880,965	776,248,924	676,812,941	801,669,847	681,579,556	742,595,229	684,968,226	798,946,571
RECAPITULATION.										
Europe	474,656,257	415,060,402	417,678,194	392,161,248	317,511,443	431,589,496	390,213,449	407,970,332	824,784,881	402,507,267
North America	151,490,330	166,317,020	177,310,149	170,874,168	160,061,965	138,923,253	106,400,055	101,762,584	97,767,782	125,848,804
South America	100,959,799	134,168,983	131,057,620	103,540,680	103,856,506	117,406,577	99,785,611	108,442,126	83,075,415	91,728,862
Asia	68,840,809	80,451,865	83,574,886	74,845,881	72,530,886	67,098,909	76,177,767	83,896,760	94,812,482	136,868,919
Oceania	22,880,018	25,010,005	23,605,736	27,860,245	16,165,940	18,158,125	27,361,286	25,987,853	26,881,191	32,656,063
Africa	8,169,086	5,512,880	5,167,924	4,664,890	4,734,513	6,736,298	9,661,488	9,536,586	8,136,575	11,740,688
All other countries	1,901,927	1,799,778	2,526,546	2,351,817	1,931,689	1,761,689				

<sup>a</sup> Previous to 1898 includes: Malta, Gozo, etc.; Falkland Islands; Aden; Auckland, Fiji, etc.<sup>b</sup> Previous to 1898 includes: Spanish Oceania; German Oceania and Africa.<sup>c</sup> Previous to 1898 includes: Tonga, Samoa, etc.



## Imports and exports of merchandise during calendar years 1880-1899—Continued.

## EXPORTS.

Countries.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
<b>EUROPE.</b>										
Austria-Hungary	\$1,171,608	\$1,335,504	\$1,823,848	\$531,428	\$1,940,170	\$2,156,682	\$2,985,787	\$4,876,171	\$6,751,828	\$6,868,788
Azores, and Madeira Islands	27,496,689	414,812	283,926	283,926	320,383	203,401	185,942	420,150	308,086	374,625
Belgium	4,625,351	5,465,740	85,134,452	27,885,694	26,464,425	26,464,425	31,644,979	41,768,822	46,517,745	45,815,653
Denmark	49,741,216	91,781,316	7,451,388	6,212,671	3,896,560	4,842,980	8,002,106	15,908,906	15,908,906	18,474,444
France	91,821,216	90,328,382	98,578,047	66,899,227	45,826,233	44,601,568	83,543,671	72,666,199	80,154,266	70,107,127
Germany	690,548	496,218	420,439	88,617,608	92,099,418	83,107,947	113,145,078	186,277,886	168,778,623	161,406,862
Gibraltar	180,445	151,427	188,184	83,547	165,768	196,540	450,308	301,254	696,690	228,508
Greece	15,272,805	14,447,004	14,107,844	13,457,299	14,763,941	17,555,859	20,552,575	21,886,735	24,572,116	25,763,089
Greenland, Iceland, etc.										6,164
Italy	26,451,189	31,281,765	44,721,261	42,864,088	86,374,685	82,849,686	45,700,948	59,672,319	72,771,855	88,601,438
Malta, Gozo, etc.	4,798,843	4,479,294	6,767,140	6,701,175	2,851,409	3,857,081	2,801,664	2,088,889	4,188,452	6,113,624
Netherlands	6,418	80,462	27,956	49,674	92,344	15,750	48,407	48,797	122,251	145,104
Roumania	9,289,941	4,064,615	3,869,404	4,221,280	6,045,120	4,016,147	7,682,513	5,018,552	7,829,706	6,168,944
Russia, Baltic and White Seas	200,498	1,946,742	445,352	555,211	281,458	1,051,907	1,780,182	1,102,020	1,287,652	1,448,274
Russia, Black Sea.										11,628,777
Servia	12,471,516	12,387,477	11,911,644	12,884,785	13,478,280	10,594,474	10,869,180	11,304,090	8,080,476	11,816,708
Spain	4,479,283	6,445,603	6,091,808	4,215,622	4,267,586	4,662,299	6,643,514	6,692,758	9,098,244	11,816,708
Sweden and Norway	29,087	44,004	7,908	16,024	13,661	20,581	53,556	190,547	285,258	215,996
Switzerland	40,788	19,289	45,508	36,419	78,989	39,016	29,677	115,888	188,669	881,745
Turkey in Europe	434,468,505	482,286,795	472,664,565	415,767,317	395,149,525	89,889,124	473,225,999	482,066,024	588,661,757	509,968,885
United Kingdom	682,585,856	788,649,610	763,882,569	679,616,353	642,025,857	684,386,087	773,105,762	868,049,510	961,184,110	969,284,620
Total Europe										
<b>NORTH AMERICA.</b>										
Bermuda		435,655		927,207	891,118	591,970	840,716	916,050	979,288	1,175,570
British Honduras	879,960	498,660	428,886	356,690	321,556	503,539	531,515	578,118	555,068	561,773
<b>Dominion of Canada.</b>										
Nova Scotia, New Brunswick, etc.	3,964,138	4,007,395	3,501,019	3,868,888	3,940,757	4,382,650	4,819,301	4,358,547	4,264,849	5,764,850
Quebec, Ontario, etc.	82,727,790	35,625,555	34,275,102	51,290,059	45,439,277	61,785,714	55,085,304	64,590,088	81,612,297	75,615,500
British Columbia	1,837,454	2,653,832	1,788,286	1,992,281	1,914,185	2,309,645	2,390,688	3,694,105	4,578,220	4,865,980
Total Dominion of Canada	38,629,367	41,686,882	39,564,407	57,121,178	51,294,199	58,396,009	62,385,308	72,627,690	90,454,866	1,048,468
Newfoundland and Labrador	1,192,070	1,441,872	1,720,608	1,682,314	1,458,317	1,917,888	1,268,718	1,100,926	1,384,731	88,284,778

<b>Central American States:</b>											
Costa Rica.....	1,820,781	1,988,718	1,018,989	1,083,682	999,920	1,089,751	1,298,198	1,694,915	1,925,878	1,282,797	
Guatemala.....	1,645,644	1,998,198	1,737,637	1,713,790	2,079,382	8,028,677	8,116,780	2,087,685	1,177,229	1,883,666	
Honduras.....	588,260	582,560	587,682	617,614	1,686,071	686,707	696,800	686,583	784,584	1,083,904	
Nicaragua.....	1,749,266	1,405,620	1,080,270	1,118,727	1,024,107	1,246,082	1,146,019	1,088,682	1,100,767	1,486,862	
Salvador.....	908,222	1,806,299	1,046,240	1,118,727	1,171,108	1,506,859	1,667,869	1,116,424	698,116	1,486,961	
<b>Total Central American States.....</b>	<b>6,157,144</b>	<b>6,678,890</b>	<b>5,451,068</b>	<b>5,864,122</b>	<b>5,869,586</b>	<b>7,475,885</b>	<b>7,929,601</b>	<b>6,455,549</b>	<b>5,086,124</b>	<b>5,286,209</b>	
<b>Mexico.....</b>											
Miquelon, Langley, etc.....	13,822,798	15,871,870	16,891,274	16,551,265	13,412,562	16,698,225	22,474,856	21,061,162	28,106,018	29,809,862	
	441,429	402,680	513,804	147,226	146,088	156,059	170,667	182,246	208,821	108,280	
<b>West Indies:</b>											
British.....	9,084,474	8,821,800	8,276,098	8,176,867	8,285,842	8,447,794	8,183,264	7,765,454	8,968,028	9,205,964	
Cuba.....	13,323,498	14,464,459	22,244,678	21,866,241	17,186,885	9,486,054	7,296,618	9,896,515	10,760,267	24,861,261	
Danish.....	760,169	569,872	646,021	587,261	1,582,974	688,109	626,189	651,514	644,789	578,147	
Dutch.....	840,432	784,134	712,978	666,398	605,476	622,442	618,451	678,922	499,165	657,609	
French.....	1,640,888	1,916,246	1,831,054	1,806,897	1,707,480	1,494,999	1,679,236	1,841,946	1,888,666	1,714,128	
Haiti.....	9,907,514	6,216,021	6,944,948	6,861,280	6,801,977	6,138,889	8,826,442	8,628,761	2,004,807	3,867,662	
Puerto Rico.....	2,808,674	2,649,867	2,586,127	2,742,280	2,260,508	2,034,004	1,866,814	2,028,761	1,404,004	8,677,664	
Santo Domingo.....	970,068	869,910	1,166,860	1,487,266	1,769,729	1,046,268	964,420	1,162,991	1,086,198	1,118,968	
<b>Total West Indies.....</b>	<b>84,886,097</b>	<b>85,250,848</b>	<b>42,857,879</b>	<b>43,183,910</b>	<b>37,680,881</b>	<b>28,768,689</b>	<b>25,088,860</b>	<b>26,587,202</b>	<b>27,478,188</b>	<b>44,071,065</b>	
<b>Total North America.....</b>											
	96,517,868	101,760,676	107,967,684	125,293,901	111,009,647	114,225,264	120,640,196	129,468,962	140,228,094	168,864,567	
<b>SOUTH AMERICA:</b>											
Argentina.....	4,840,408	1,909,788	4,866,248	5,240,451	4,879,689	5,012,149	6,626,991	5,923,302	8,012,615	11,326,267	
Bolivia.....	9,756	15,786	12,995	22,974	8,211	9,677	21,728	6,820	38,008	27,446	
Brazil.....	12,902,856	15,064,846	11,686,976	13,480,820	16,113,886	14,104,768	12,189,554	13,767,506	13,210,969	11,468,997	
Chile.....	8,629,288	2,787,001	8,507,529	2,646,749	2,199,488	8,622,299	2,869,426	2,220,868	2,262,875	2,240,104	
Colombia.....	2,867,966	3,283,702	2,978,154	8,189,187	2,786,887	2,786,161	3,680,494	3,627,216	2,923,404	2,966,801	
Ecuador.....	586,598	827,607	747,680	819,166	796,849	686,211	870,722	806,404	819,088	1,179,619	
Falkland Islands.....							1,488	440	670		
Guianas: British.....	1,907,812	1,860,722	2,014,726	2,189,846	2,126,148	1,768,662	1,682,878	1,496,286	1,797,776	1,769,199	
Dutch.....	386,846	387,245	883,620	883,620	877,826	865,147	889,998	442,962	881,486	881,964	
French.....	178,867	154,298	116,088	101,460	101,244	79,611	128,169	126,118	144,762	208,77	
Paraguay.....	1,499,684	1,189,718	801,897	616,669	689,116	768,880	1,111,147	1,074,978	1,388,880	1,386,046	
Peru.....	1,865,460	987,244	1,070,191	1,070,191	1,184,176	1,857,860	1,870,827	1,976,406	1,892,774	1,702,009	
Uruguay.....	4,128,798	5,141,621	3,286,086	4,680,960	3,916,416	8,760,242	8,588,027	8,074,373	2,786,726	2,641,880	
Venezuela.....											
<b>Total South America.....</b>	<b>84,722,122</b>	<b>88,426,165</b>	<b>81,486,911</b>	<b>94,822,884</b>	<b>84,626,296</b>	<b>84,171,672</b>	<b>84,285,928</b>	<b>83,506,140</b>	<b>85,102,408</b>	<b>87,421,700</b>	
<b>ASIA:</b>											
Aden.....	4,787,606	8,061,606	6,266,479	4,876,801	6,168,216	8,702,922	921,926	627,468	744,542	1,417,686	
China.....							9,869,816	11,276,289	12,264,680	16,226,284	
German.....									29,202	29,202	
Russian.....									194,188	194,188	
East Indies—British.....	4,662,472	3,680,284	2,866,486	4,667,464	2,761,874	2,868,082	4,278,960	4,451,866	4,079,147	4,510,846	
Dutch.....	2,491,440	1,166,108	987,624	1,911,066	1,217,699	1,486,886	1,846,946	1,412,866	1,222,282	1,662,604	
French.....	288,729	48,667	188,960	248,116	68,968	146,611	128,620	1,164,648	86,646	1,100,668	

## Imports and exports of merchandise during calendar years 1890-1899—Continued.

## EXPORTS—Continued.

Countries.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
<b>ASIA—continued.</b>										
Hongkong .....	\$4,898,642	\$4,812,094	\$4,682,121	\$4,239,687	\$3,953,518	\$4,462,866	\$5,789,780	\$5,787,768	\$6,688,909	\$7,787,719
Japan .....	6,072,088	3,839,884	3,800,745	3,844,589	4,801,962	5,366,464	10,146,999	16,009,471	19,716,066	20,604,774
Korea .....								68,074	177,914	128,099
Russia, Asiatic .....	134,478	182,836	97,647	141,713	167,166	209,284	584,829	454,640	1,890,668	1,866,965
Turkey in Asia .....	4,626	208,980	148,918	121,827	124,106	60,176	47,788	148,182	1,241,884	181,211
All other Asia .....	269,068	266,988	282,108	100,629	976,887	429,662	888,474	811,868	808,662	166,519
Total Asia .....	22,654,028	22,076,277	17,772,888	19,644,762	18,614,800	18,746,672	38,364,406	40,668,159	46,960,720	58,946,564
<b>OCEANIA.</b>										
Antland, Fiji, etc. ....							21,021	6,197	10,687	12,649
British Australasia .....	11,651,386	18,664,821	9,972,470	7,676,880	8,510,991	9,817,074	17,162,666	15,412,406	17,658,275	24,142,691
French Oceania .....	864,148	877,718	808,909	821,765	276,518	246,886	262,794	820,721	267,119	380,847
German Oceania .....							2,498	9,442	26,168	18,190
Guam .....							11,244	4,070	6,888	
Tonga, Samoa, etc. ....							49,601	42,868	41,897	78,465
Hawaiian Islands .....	4,948,775	4,876,090	2,920,722	3,274,880	3,242,669	4,122,646	4,184,861	5,478,224	6,827,848	11,816,651
Philippine Islands .....	158,904	46,882	101,268	220,686	84,099	140,456	174,287	69,649	147,646	1,668,218
Total Oceania .....	17,118,220	18,865,111	12,898,364	11,894,171	12,114,462	14,826,961	21,868,959	21,841,877	24,981,168	37,642,986
<b>AFRICA.</b>										
British Africa .....	2,968,885	3,611,668	3,224,062	4,046,700	4,543,378	7,021,120	13,299,186	12,678,239	13,761,652	15,424,000
Canary Islands .....	165,207	313,453	176,970	201,264	260,450	204,479	292,086	382,816	91,728	271,021
French Africa .....	406,996	478,248	316,896	288,881	821,742	826,268	272,078	366,202	690,202	446,404
German Africa .....							500	1,506	818	708
Liberia .....	27,868	69,806	16,191	42,188	26,692	24,892	12,085	11,642	16,887	16,645
Madagascar .....		116,996	247,077		178,074	166,781	458,626	646,878	67,617	12,644
Portuguese Africa .....	27,966	41,906	67,091	207,087	76,881	419,869	1,894,674	1,802,420	2,060,901	1,215,240
Spanish Africa .....							4,740	28,674		
Turkey in Africa .....	166,678	147,464	76,108	188,788	196,614	108,066	286,022	378,627	888,869	628,310
All other Africa .....	709,504	461,540	426,268	816,968	227,649	278,451	686,215	664,846	629,454	680,622
Total Africa .....	4,446,864	5,126,996	4,546,688	5,268,816	5,826,225	8,629,381	17,082,606	16,679,427	18,102,868	18,602,894

ALL OTHER COUNTRIES.									
British, all other.....	458, 169	498, 146	564, 085	484, 546	737, 877	428, 772			
Spanish, all other.....			61, 686	1, 519	86, 437				
All other islands and ports.....	96, 356	114, 676		66, 869	61, 147	50, 477			
Total all other countries.....	557, 525	607, 822	625, 771	552, 924	864, 961	474, 249			
Grand total.....	857, 502, 548	970, 509, 646	988, 420, 660	876, 108, 781	825, 102, 246	824, 860, 186	1, 006, 708, 046	1, 255, 494, 356	1, 275, 498, 671
RECAPITULATION.									
Europe.....	682, 585, 856	788, 649, 610	768, 882, 569	679, 616, 853	642, 025, 857	684, 886, 087	858, 049, 510	981, 194, 110	969, 284, 520
North America.....	96, 617, 968	101, 760, 676	107, 697, 584	126, 288, 901	111, 069, 647	114, 225, 254	129, 463, 932	149, 228, 094	168, 864, 567
South America.....	84, 722, 122	83, 425, 165	81, 496, 911	84, 822, 884	84, 626, 286	84, 171, 672	83, 508, 140	86, 102, 408	87, 421, 700
Asia.....	22, 654, 028	22, 076, 267	17, 772, 883	19, 644, 782	18, 614, 800	18, 746, 672	40, 688, 169	46, 860, 720	68, 948, 584
Oceania.....	17, 118, 220	18, 865, 111	12, 898, 884	11, 884, 171	12, 114, 462	14, 828, 961	21, 868, 369	24, 981, 168	37, 542, 986
Africa.....	4, 446, 884	5, 125, 986	4, 646, 688	5, 288, 616	6, 826, 226	8, 629, 831	16, 679, 427	18, 102, 668	18, 602, 394
All other countries.....	567, 525	607, 822	625, 771	552, 924	864, 961	474, 249			

*Imports of merchandise, by articles and countries, 1898 and 1899.*

[Abbreviation: n. e. s., not elsewhere specified.]

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Agricultural implements ..... free..				
Animals (number):				
Cattle ..... free..	615	\$91,966	681	\$122,864
Do. .... dut..	261,211	2,638,916	185,915	2,112,519
Horses ..... free..	938	276,116	1,229	326,513
Do. .... dut..	1,790	245,719	1,986	255,415
Sheep ..... free..	1,914	86,840	2,744	55,084
Do. .... dut..	358,906	1,150,370	358,987	1,249,979
All other, including fowls ..... free..		157,752		195,625
All other, including live poultry ..... dut..		84,328		86,758
Total ..... {free..		562,674		700,086
{dut..		4,119,383		3,704,671
Total ..... {		4,682,007		4,404,757
Horses (free, number), imported from—				
United Kingdom ..... 71		129,131	209	144,095
British North America ..... 697		62,472	742	60,204
Other countries ..... 170		84,513	278	122,214
Total ..... 938		276,116	1,229	326,513
Horses (dutiable, number), imported from—				
United Kingdom ..... 60		20,123	84	13,882
British North America ..... 1,721		223,007	1,936	238,364
Other countries ..... 9		2,589	16	3,169
Total ..... 1,790		245,719	1,986	255,415
Antimony ore (pounds) ..... free..	3,725,222	50,256	3,982,133	47,841
Antimony, as regulus or metal (pounds) ..... dut..	2,025,133	143,909	3,160,607	240,988
Articles the growth, product, and manufacture of the United States, returned ..... free..		8,313,181		3,971,309
Art works ..... free..		340,416		379,245
Do ..... dut..		2,014,193		2,457,637
Art works (free), imported from—				
United Kingdom ..... 104,803				97,047
France ..... 173,805				110,051
Germany ..... 14,186				11,664
Italy ..... 35,046				82,368
Other Europe ..... 4,492				5,373
British North America ..... 611				70,455
Other countries ..... 7,973				2,287
Total ..... 340,416				379,245
Art works (dutiable), imported from—				
United Kingdom ..... 645,420				440,537
France ..... 1,067,008				1,655,805
Germany ..... 105,714				119,364
Italy ..... 145,213				106,420
Other Europe ..... 37,619				64,987
British North America ..... 6,065				50,395
Other countries ..... 7,169				20,679
Total ..... 2,014,193				2,457,637
Asphaltum or bitumen, crude (tons) ..... dut..	67,711	202,452	100,168	319,089
Bark, hemlock (cords) ..... free..	21,512	77,175	22,803	83,471
Bolting cloths ..... free..		208,442		208,812
Bones, horns, and hoofs, unmanufactured ..... free..		584,728		755,727
Bones and horns, manufactures of ..... dut..		199,637		282,776
Books and other printed matter:				
Music, maps, engravings, etc., n. e. s. .... free..		1,610,912		1,901,621
Maps, engravings, etc., n. e. s. .... dut..		1,350,851		1,487,297
Books, etc. (free), imported from—				
United Kingdom ..... 718,417				894,613
France ..... 157,609				242,595
Germany ..... 539,747				563,388
Other Europe ..... 147,311				159,839
British North America ..... 34,731				29,065
Other countries ..... 13,097				12,131
Total ..... 1,610,912				1,901,621

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Books and other printed matter—Continued.</b>				
Books, etc. (dutiable), imported from—				
United Kingdom.....		\$952, 579		\$1, 055, 814
France.....		61, 027		85, 584
Germany.....		229, 018		229, 947
Other Europe.....		68, 128		61, 917
British North America.....		28, 677		32, 437
China.....		8, 841		8, 680
Japan.....		11, 822		12, 547
Other countries.....		8, 264		5, 971
Total.....		1, 850, 851		1, 487, 297
<b>Brass, manufactures of..... dut..</b>		24, 611		58, 916
<b>Breadstuffs:</b>				
Barley (bushels)..... dut..	105, 289	49, 842	192, 650	91, 795
Corn (bushels)..... dut..	4, 187	1, 529	1, 278	820
Oats (bushels)..... dut..	7, 975	8, 005	14, 851	6, 178
Oatmeal (pounds)..... dut..	289, 562	17, 168	248, 257	14, 191
Eye (bushels)..... dut..	469	1, 240	127	230
Wheat (bushels)..... dut..	1, 747, 599	1, 884, 602	458, 689	851, 830
Wheat flour (barrels)..... dut..	2, 547	11, 538	514	1, 948
Farinaceous substances, etc., n. e. s..... free..		187, 650		814, 258
All other, and preparations of, etc., n. e. s..... dut..		867, 698		984, 147
Total.....		2, 258, 782		1, 764, 968
<b>Bristles (pounds):</b>				
Crude, not sorted, bunched, or prepared..... free..	13, 889	6, 810	20, 872	15, 068
Sorted, bunched, or prepared..... dut..	1, 686, 518	1, 288, 781	2, 259, 576	1, 855, 927
Total.....	1, 650, 367	1, 245, 591	2, 280, 448	1, 871, 010
<b>Brushes..... dut..</b>		885, 536		921, 842
Buttons and button forms..... dut..		484, 144		554, 296
Cement, Roman, Portland, etc. (pounds)..... dut..	806, 527, 623	2, 624, 228	843, 285, 806	2, 858, 296
<b>Cement (pounds) imported from—</b>				
United Kingdom.....	94, 428, 780	383, 405	79, 858, 052	309, 614
Belgium.....	267, 612, 829	800, 949	249, 659, 656	747, 448
France.....	6, 917, 600	22, 224	6, 259, 745	22, 282
Germany.....	413, 968, 824	1, 894, 551	477, 528, 700	1, 698, 722
Other Europe.....	20, 695, 270	64, 180	27, 289, 483	71, 676
British North America.....	1, 909, 670	8, 862	1, 759, 190	8, 868
Other countries.....	5, 200	67	955, 500	4, 696
Total.....	806, 527, 623	2, 624, 228	843, 285, 806	2, 858, 296
<b>Chemicals, drugs, and dyes, n. e. s.:</b>				
Alizarin, and alizarin colors or dyes, etc. (pounds)..... free..	5, 184, 091	783, 189	5, 874, 130	743, 528
Argols, or wine lees (pounds)..... dut..	28, 067, 176	1, 878, 217	24, 274, 088	2, 186, 067
Barks, cinchona, or other, etc. (pounds)..... free..	3, 512, 449	296, 871	3, 480, 277	436, 641
Coal-tar colors and dyes..... dut..		3, 770, 067		4, 522, 662
Cochineal (pounds)..... free..	188, 565	88, 826	118, 861	28, 728
<b>Dyewoods—</b>				
Logwood (tons)..... free..	51, 199	786, 885	34, 517	445, 518
All other..... free..		282, 580		160, 045
Extracts and decoctions of (pounds)..... dut..	3, 546, 292	258, 881	3, 055, 959	200, 156
Total.....		1, 272, 796		805, 719
<b>Logwood (tons), imported from—</b>				
Central America.....	50	1, 570		
Mexico.....	723	14, 100	863	12, 671
British West Indies.....	19, 145	296, 950	8, 381	125, 681
Other West Indies.....	80, 753	466, 451	25, 263	806, 916
Other countries.....	528	8, 814	10	250
Total.....	51, 199	786, 885	34, 517	445, 518

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Chemicals, drugs, and dyes, n. e. s.—Cont'd.				
Dyewoods, extracts of (pounds), imported from—				
United Kingdom.....	1,141,576	\$70,906	972,871	\$63,281
France.....	842,204	59,061	964,021	59,580
Germany.....	72,476	6,418	96,274	8,637
Switzerland.....	253,544	22,218	200,687	12,436
Other countries.....	1,236,492	94,743	832,106	66,222
Total.....	3,546,292	253,381	3,065,959	200,156
Glycerin (pounds).....dut..	14,211,419	899,904	21,738,386	1,529,562
Gums (pounds)—				
Arabic.....free..	837,454	104,794	1,040,730	129,394
Camphor, crude.....free..	1,921,589	338,519	1,606,360	343,290
Chicle.....dut..	854,726	135,701	2,767,677	394,918
Copal, cowrie, and damar.....free..	10,195,632	990,097	19,211,523	2,124,181
Gambier, or terra japonica.....free..	39,593,883	814,089	35,391,709	743,837
Shellac.....free..	7,836,525	1,122,738	9,556,234	1,321,897
All other.....free..		1,906,080		1,063,826
Total.....		5,351,918		6,126,343
Indigo (pounds).....free..	3,145,788	1,821,427	3,550,391	1,816,628
Licorice root (pounds).....free..	85,069,637	1,380,703	101,278,912	1,560,106
Lime, chloride of, or bleaching powder (pounds).....dut..	108,462,828	1,229,978	123,583,061	1,208,344
Mineral waters (gallons).....dut..	1,541,718	533,627	2,006,266	672,677
Opium (pounds)—				
Crude, or unmanufactured.....dut..	415,317	996,812	487,379	1,038,978
Prepared for smoking, and other, etc.....dut..	119,757	770,380	106,379	735,868
Opium, crude (pounds), imported from—				
United Kingdom.....	80,185	212,014	120,755	287,109
Other Europe.....	146,547	353,963	175,084	388,408
Asia and Oceania.....	188,585	430,385	152,412	292,023
Other countries.....			39,128	71,443
Total.....	415,317	996,812	487,379	1,038,978
Opium, prepared (pounds), imported from—				
China.....	119,187	767,294	105,026	728,055
Other countries.....	570	3,066	1,358	7,813
Total.....	119,757	770,380	106,379	735,868
Potash (pounds)—				
Chlorate of.....dut..	4,805,332	238,965	1,534,657	102,189
Muriate of.....free..	103,368,701	1,620,720	117,449,708	1,819,448
Nitrate of, or saltpeter, crude.....free..	11,461,823	281,504	18,961,270	377,371
All other.....free..	88,897,471	913,890	46,445,562	1,015,862
Total.....	158,533,327	3,104,879	184,391,197	3,314,870
Quinia, sulphate of, etc. (ounces).....free..	3,893,541	813,562	4,092,540	1,109,336
Soda—				
Caustic (pounds).....dut..	24,961,873	354,270	13,363,539	186,008
Nitrate of (tons).....free..	147,494	2,298,240	146,492	3,486,313
Salsoda (pounds).....dut..	5,090,768	25,142	6,283,052	27,180
Soda ash (pounds).....dut..	67,973,989	421,977	49,500,785	398,025
All other salts of (pounds).....dut..	23,635,790	262,756	26,503,238	360,721
Total.....		3,362,385		4,458,247
Sulphur, or brimstone, crude (tons).....free..	159,790	3,081,974	143,284	2,484,791
Sumac, ground (pounds).....dut..	11,193,426	169,884	10,837,837	191,678
Vanilla beans (pounds).....free..	134,358	573,983	283,012	1,501,251
All other.....free..		5,122,478		6,012,506
Do.....dut..		5,043,422		5,832,542
Total chemicals, drugs, and dyes.....{ free.....		25,216,849		28,714,492
.....{ dut.....		17,024,433		19,532,555
Total.....		42,241,282		48,247,047

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Chicory root, raw, unground (pounds) .....dut..	32, 966	\$875	1, 119, 375	\$15, 186
Chicory root, roasted, ground, or prepared (pounds) .....dut..	86, 768	2, 792	477, 413	16, 084
Chocolate, prepared, etc. (not including confectionery) (pounds) .....dut..	1, 092, 639	168, 701	1, 174, 460	238, 327
Clays or earths of all kinds (tons) .....dut..	118, 280	779, 491	122, 085	807, 792
Clocks and watches, and parts of (dutiable):				
Clocks, and parts of		263, 747		325, 998
Watches, and parts of		902, 990		1, 208, 750
Coal:				
Anthracite (tons) .....free..	8, 149	8, 609	61	245
Bituminous (tons) .....dut..	1, 270, 557	3, 569, 572	1, 393, 579	3, 858, 299
Coal, bituminous (tons), imported from—				
United Kingdom	106, 277	258, 840	125, 751	334, 957
Other Europe	2, 843	6, 352	941	2, 242
British North America	837, 856	2, 685, 880	1, 008, 818	3, 011, 604
Mexico	112, 061	220, 622	103, 014	208, 702
Japan	1, 020	2, 963	12, 715	82, 697
Other Asia and Oceania	206, 938	896, 114	146, 933	272, 113
Other countries	1, 560	3, 801	407	984
Total.....	1, 270, 557	3, 569, 572	1, 393, 579	3, 858, 299
Cocoa or cacao, crude, etc. (pounds) .....free..	28, 343, 504	4, 061, 978	38, 375, 146	5, 249, 871
Prepared, etc. (pounds) .....dut..	747, 895	255, 338	1, 043, 345	337, 607
Cocoa, etc. (pounds), imported from—				
United Kingdom	1, 399, 820	238, 931	2, 525, 865	400, 135
Netherlands	553, 073	90, 634	950, 586	138, 906
Other Europe	359, 275	95, 542	2, 706, 709	359, 533
Central America	57, 574	7, 788	19, 101	1, 621
British West Indies	9, 886, 963	1, 467, 846	13, 049, 579	1, 867, 910
Other West Indies	1, 166, 540	186, 088	967, 738	129, 972
Brazil	8, 792, 204	532, 400	3, 975, 694	508, 177
Other South America	10, 339, 205	1, 337, 647	12, 089, 209	1, 584, 846
East Indies	411, 956	116, 860	58, 322	11, 165
Other countries	296, 594	9, 242	2, 007, 343	247, 606
Total.....	28, 343, 504	4, 061, 978	38, 375, 146	5, 249, 871
Coffee (pounds) .....free..	804, 263, 935	53, 654, 280	878, 197, 981	56, 068, 980
Coffee (pounds), imported from—				
United Kingdom	2, 934, 399	390, 188	4, 146, 236	411, 147
France	599, 523	48, 164	90, 907	8, 061
Germany	5, 278, 179	343, 808	1, 996, 342	186, 725
Netherlands	2, 234, 736	807, 323	4, 392, 345	438, 963
Other Europe	1, 306, 014	71, 006	697, 442	51, 242
Central America	86, 110, 989	4, 314, 997	45, 308, 668	5, 244, 797
Mexico	30, 620, 071	3, 010, 898	31, 657, 552	3, 026, 624
West Indies	8, 076, 300	740, 875	10, 946, 540	866, 496
Brazil	607, 842, 784	33, 153, 935	674, 461, 411	36, 286, 817
Other South America	85, 807, 732	7, 513, 069	83, 177, 802	6, 255, 620
East Indies	17, 781, 307	2, 773, 416	14, 053, 872	2, 152, 074
Other Asia and Oceania	4, 197, 348	827, 519	5, 050, 886	811, 336
Africa	67, 977	6, 304	694, 262	113, 821
Other countries	1, 405, 326	193, 263	1, 526, 712	215, 257
Total.....	804, 263, 935	53, 654, 280	878, 197, 981	56, 068, 980
Copper and manufactures of:				
Ore and regulus (tons) .....free..	3, 063	654, 355	31, 637	2, 243, 563
Pigs, bars, ingots, etc. (pounds) .....free..	54, 166, 467	4, 120, 680	71, 465, 406	10, 067, 630
Manufactures of .....dut..		89, 467		42, 000
Cork wood or cork bark unmanufactured. free..		1, 133, 017		1, 305, 486
Cork, manufactures of .....dut..		823, 435		481, 520
Cotton, and manufactures of:				
Unmanufactured (pounds) .....free..	49, 653, 275	4, 612, 385	62, 014, 809	6, 608, 395
Waste or flocks (pounds) .....free..	2, 279, 359	79, 351	7, 426, 769	243, 338
Cotton, unmanufactured (pounds), imported from—				
United Kingdom	10, 748, 121	1, 157, 047	9, 732, 370	1, 104, 423
Other Europe	26, 069	1, 963	13, 401	1, 112
South America	1, 711, 166	158, 880	1, 795, 805	159, 629
East Indies	171, 187	13, 076	89, 280	7, 204
Other Asia and Oceania	3, 913, 524	357, 473	4, 642, 408	500, 636
Africa (Egypt)	32, 964, 803	2, 911, 584	45, 483, 249	4, 816, 088
Other countries	118, 435	12, 462	256, 286	19, 353
Total.....	49, 653, 275	4, 612, 385	62, 014, 809	6, 608, 395



Imports of merchandise, by articles and countries, 1898 and 1899—Continued.

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Cotton, and manufactures of—Continued.				
Manufactures of (dutiable)—				
Cloths (square yards)—				
Not bleached, dyed, colored, etc.....	1,305,116	\$108,654	1,604,308	\$147,026
Bleached, dyed, colored, etc.....	45,080,770	5,711,284	60,212,473	7,927,510
Total.....	46,385,886	5,814,938	61,816,781	8,074,536
Clothing, ready-made, etc.....		938,087		1,070,919
Knit goods: Stockings, hose, etc.....		4,806,489		4,444,257
Laces, edgings, embroideries, etc.....		12,954,894		16,621,421
Thread (not on spools), yarn, warps, etc. (pounds).....	2,139,984	766,371	3,290,103	1,271,814
All other.....		4,817,113		5,069,991
Total manufactures.....		23,584,954		36,572,938
Cloths, etc. (square yards), imported from—				
United Kingdom.....	38,061,010	4,458,670	50,007,265	6,478,400
France.....	4,184,172	565,425	4,800,328	680,338
Germany.....	4,197,830	569,567	3,689,540	513,124
Switzerland.....	1,479,104	174,340	3,021,641	363,520
Other Europe.....	374,287	40,698	124,385	20,809
Japan.....	62,148	5,136	98,610	8,837
Other countries.....	7,335	1,102	75,012	9,508
Total.....	46,385,886	5,814,938	61,816,781	8,074,536
Other manufactures of cotton, imported from—				
United Kingdom.....		6,750,288		8,360,310
Belgium.....		287,724		313,587
France.....		3,510,422		4,192,848
Germany.....		7,113,110		7,180,003
Switzerland.....		5,707,371		8,137,630
Other Europe.....		95,365		110,544
China.....		30,946		28,361
Japan.....		31,476		43,099
Other Asia and Oceania.....		23,987		61,063
Other countries.....		34,265		70,967
Total.....		23,584,954		28,498,402
Earthen, stone, and china ware (dutiable):				
China, porcelain, parian, and bisque—				
Not decorated or ornamented.....		929,562		1,063,591
Decorated or ornamented.....		6,012,656		6,694,091
All other.....		381,254		323,711
Total.....		7,273,471		8,101,393
Earthen, stone, and china ware, imported from—				
United Kingdom.....		2,826,491		3,229,962
Austria-Hungary.....		521,254		492,379
France.....		1,146,649		1,371,217
Germany.....		2,268,612		2,479,092
Other Europe.....		153,237		141,356
Japan.....		800,947		299,700
Other countries.....		56,281		87,697
Total.....		7,273,471		8,101,393
Eggs (dozen).....dut.	129,811	6,531	259,106	24,628
Feathers, etc., natural and artificial:				
Feathers and downs, crude, not dressed, etc.....dut.		1,846,885		1,991,304
Feathers and downs, natural, dressed, colored, etc.....dut.		874,558		313,413
Feathers, flowers, etc., artificial.....dut.		1,928,036		2,415,039
Total.....		4,649,479		4,719,756
Fertilizers (free, tons):				
Guano.....	5,259	56,933	2,700	26,787
Phosphates, crude.....	66,129	303,635	115,113	518,458
All other.....		1,046,113		986,127
Total.....		1,406,681		1,551,372

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Fibers, vegetable, etc., and manufactures of, n. e. s.:</b>				
Unmanufactured (tons)—				
Flax.....dut..	6,045	\$1,206,526	6,984	\$1,484,806
Hemp.....dut..	4,288	570,292	5,282	588,947
Isle or Tampico fiber.....free..	8,289	196,087	5,466	428,668
Jute and Jute butts.....free..	118,645	2,691,890	87,649	2,747,878
Manila.....free..	48,888	4,164,889	50,788	6,621,466
Sisal grass.....free..	70,962	7,786,506	68,150	8,961,487
All other.....free..	7,768	461,960	9,186	661,704
Total.....{free..	248,927	15,250,261	221,189	19,485,662
.....{dut..	10,288	1,776,818	10,196	1,878,262
Total unmanufactured.....	254,210	17,027,079	231,385	21,808,904
Flax (free and dutiable, tons) imported from—				
United Kingdom.....	1,594	581,961	2,180	658,896
Other Europe.....	8,858	598,582	8,629	677,148
British North America.....	598	81,018	1,125	158,769
Total.....	6,045	1,206,526	6,984	1,484,806
Jute (tons) imported from—				
United Kingdom.....	8,906	189,700	6,727	371,587
East India.....	109,864	2,486,826	80,806	2,825,780
Other countries.....	876	16,866	616	60,061
Total.....	118,645	2,691,890	87,649	2,747,878
Manila (tons) imported from—				
United Kingdom.....	7,785	1,145,821	10,528	1,811,726
Philippine Islands.....	88,779	2,797,254	88,774	3,955,806
Other countries.....	1,774	221,264	6,441	864,484
Total.....	48,888	4,164,889	50,788	6,621,466
Sisal grass (tons) imported from—				
Mexico.....	69,067	7,521,287	66,814	8,727,226
Other countries.....	1,895	215,268	1,886	264,211
Total.....	70,962	7,786,506	68,150	8,961,487
<b>Manufactures of—</b>				
Bagging, gunny cloth, etc.....dut..		701,727		826,409
Bags of jute.....dut..		729,607		1,297,819
Burlaps.....dut..		8,186,179		
Cables, cordage, threads, and twine, n. e. s. (pounds).....dut..	465,758	70,120	488,774	88,501
Coir yarn (pounds).....free..	8,996,266	189,117	8,471,609	181,574
Twine, binding (pounds).....free..	778,812	61,998	2,146,058	210,762
Carpets and carpeting (square yards).....dut..	109,826	86,228	280,038	68,568
Fabrics, plain, woven, of single jute yarn.....dut..		8,955,282		8,970,580
Handkerchiefs.....dut..		1,042,374		1,929,166
Oilcloths (square yards).....dut..	188,262	75,328	647,940	885,064
Yarns (pounds).....dut..	1,919,982	888,686	2,269,569	480,189
All other.....dut..		14,642,252		18,484,087
Total manufactures.....		24,968,796		27,312,624
<b>Fish (pounds):</b>				
<b>Fresh—</b>				
Lobsters, canned or uncanned.....free..	7,708,965	765,588	7,877,784	829,752
Salmon.....dut..	1,279,042	118,280	1,121,420	106,612
All other.....dut..		898,468		1,078,472
<b>Cured or preserved—</b>				
Anchovies and sardines, etc.....dut..		1,126,806		1,830,701
Cod, haddock, etc., dried, smoked, etc.....dut..	10,842,728	865,663	12,281,948	492,501
Herring—				
Dried or smoked.....dut..	8,875,824	98,865	4,692,145	111,207
Pickled or salted.....dut..	80,723,770	1,048,440	80,424,484	1,267,627
Mackerel, pickled or salted.....dut..	16,523,947	1,120,547	19,676,977	1,865,088
Salmon, pickled or salted.....dut..	589,888	41,764	694,117	58,486
All other.....dut..		284,326		342,188
Total.....		5,868,172		6,974,479

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Fruits, including nuts (pounds):</b>				
<b>Fruits—</b>				
Bananas.....free.		\$4,383,206		\$6,596,924
Currants.....dut.	34,261,006	984,606	32,244,832	816,652
Dates.....a.....dut.	12,346,466	286,996	16,061,726	346,374
Figs.....dut.	7,992,554	882,784	8,535,967	504,800
Lemons.....dut.		3,416,128	202,784,112	4,815,347
Oranges.....dut.		983,907	87,598,756	1,374,647
Plums and prunes.....dut.	613,887	60,810	450,591	52,512
Raisins.....dut.	5,386,177	299,474	9,651,910	502,667
Prepared or preserved.....dut.		906,880		1,218,286
All other.....free.		424,725		610,891
Do.....dut.		865,196		1,296,010
<b>Total fruits.....</b>		<b>12,922,060</b>		<b>17,634,119</b>
Bananas, imported from—				
British North America.....		88,986		187,943
Central American States.....		1,740,953		2,083,064
British West Indies.....		1,862,775		2,995,806
Cuba.....		266		107,601
South America.....		508,157		999,518
Hawaiian Islands.....		42,763		64,920
Other countries.....		124,306		158,073
<b>Total.....</b>		<b>4,383,206</b>		<b>6,596,924</b>
Lemons, imported from—				
Italy.....		3,388,085		4,189,799
British North America.....		59,787		92,978
Other countries.....		18,306		82,570
<b>Total.....</b>		<b>3,416,128</b>		<b>4,315,347</b>
Oranges, imported from—				
United Kingdom.....		37,286		65,593
Italy.....		115,715		360,349
Mexico.....		136,453		187,426
British West Indies.....		629,621		680,002
Cuba.....		427		670
Japan.....		6,475		5,627
Other countries.....		8,080		74,980
<b>Total.....</b>		<b>983,907</b>		<b>1,374,647</b>
<b>Nuts—</b>				
Almonds.....dut.	9,628,897	1,067,555	7,022,106	1,030,378
Cocoanuts.....free.		625,758		656,624
All other.....dut.		881,711		1,281,901
<b>Total fruits and nuts.....</b>		<b>15,497,084</b>		<b>20,553,022</b>
<b>Furs:</b>				
Furs and fur skins, undressed.....free.		4,257,746		6,111,882
Furs, and manufactures of.....dut.		4,510,584		5,235,791
Furs and fur skins, etc., imported from—				
United Kingdom.....		1,186,850		2,066,116
France.....		490,372		993,570
Germany.....		1,545,879		1,875,716
Other Europe.....		257,407		291,049
British North America.....		828,856		456,819
South America.....		96,182		191,266
Japan.....		84		1,110
Other countries.....		368,466		236,236
<b>Total.....</b>		<b>4,257,746</b>		<b>6,111,882</b>
Furs, and manufactures of, imported from—				
United Kingdom.....		1,401,478		1,490,476
Belgium.....		320,352		507,244
France.....		1,486,985		1,755,111
Germany.....		983,800		1,116,785
Other Europe.....		26,730		54,010
China.....		258,839		263,462
Other countries.....		27,850		48,702
<b>Total.....</b>		<b>4,510,584</b>		<b>5,235,791</b>
Ginger ale or ginger beer (dozen pints).....dut.	291,507	212,461	367,206	268,967

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Glass and glassware (dutiable):				
Bottles, etc., empty or filled		\$346, 021		\$486, 892
Cylinder, crown, etc., unpolished... pounds	46, 908, 917	1, 208, 559	47, 482, 992	1, 388, 897
Cylinder and crown glass, polished (square feet)—				
Unsilvered.....	3, 369, 921	650, 582	2, 270, 898	449, 898
Silvered.....	3, 718	868	1, 016	468
Plate glass (square feet)—				
Fluted, rolled, or rough	249, 692	11, 921	185, 555	7, 114
Cast, polished, unsilvered	561, 558	140, 581	890, 260	222, 841
Cast, polished, silvered	586	441	35, 939	9, 881
All other.....		1, 736, 577		1, 974, 788
Total.....		4, 104, 545		4, 484, 799
Glass, cylinder, etc. (pounds), imported from—				
United Kingdom.....	8, 887, 921	198, 462	3, 157, 713	167, 115
Belgium.....	42, 560, 774	964, 872	48, 886, 775	1, 176, 544
France.....	154, 104	8, 159	121, 388	3, 680
Germany.....	284, 702	34, 800	358, 571	86, 675
Other Europe.....	41, 411	984	12	13
Other countries.....	85, 005	1, 282	13, 588	870
Total.....	46, 908, 917	1, 208, 559	47, 482, 992	1, 388, 897
Glue (pounds)..... dut.	4, 194, 838	445, 019	6, 210, 088	528, 645
Grease and oils, n. e. s..... free		380, 665		575, 668
Grease, n. e. s..... dut.		243, 742		245, 710
Hair:				
Unmanufactured..... free		1, 608, 638		2, 838, 810
Manufactures of..... dut.		220, 474		144, 022
Total.....		1, 829, 112		2, 477, 832
Hats, bonnets, and hoods..... dut.		645, 447		659, 145
Materials for..... dut.		1, 609, 741		1, 965, 850
Total.....		2, 255, 188		2, 644, 495
Hay (tons)..... dut.	1, 984	15, 634	67, 403	418, 809
Hides and skins, other than fur skins (pounds):				
Goatskins..... free	65, 586, 570	16, 854, 430	80, 660, 588	20, 992, 949
All other, except hides of cattle, etc..... free	57, 868, 968	8, 744, 550	89, 146, 422	14, 021, 071
Hides of cattle..... dut.	182, 793, 432	14, 307, 898	148, 454, 622	16, 113, 689
Total.....	256, 188, 970	39, 906, 873	318, 261, 631	51, 127, 659
Hides and skins (pounds) imported from—				
United Kingdom.....	51, 367, 873	7, 169, 900	49, 834, 750	6, 685, 805
France.....	20, 105, 264	3, 431, 758	26, 833, 575	5, 068, 129
Germany.....	15, 781, 280	2, 649, 740	33, 605, 405	5, 119, 283
Other Europe.....	26, 472, 748	4, 109, 864	43, 492, 307	6, 554, 082
British North America.....	13, 565, 584	1, 154, 540	16, 610, 822	1, 531, 227
Central American States.....	2, 810, 780	226, 676	2, 938, 642	367, 423
Mexico.....	12, 841, 214	1, 771, 116	13, 297, 128	2, 102, 194
West Indies.....	2, 295, 098	320, 517	2, 876, 181	453, 614
South America.....	60, 423, 155	9, 793, 580	64, 594, 751	10, 674, 348
East Indies.....	25, 425, 771	4, 480, 583	34, 559, 868	6, 964, 020
Other Asia and Oceania.....	10, 371, 291	2, 109, 489	9, 986, 728	2, 236, 388
Africa.....	7, 495, 206	1, 369, 518	7, 096, 098	1, 321, 588
Other countries.....	8, 253, 761	1, 309, 197	12, 975, 386	2, 040, 128
Total.....	256, 188, 970	39, 906, 873	318, 261, 631	51, 127, 659
Hide cuttings, raw, and other glue stock..... free.		290, 500		1, 068, 273
Hops (pounds)..... dut.	1, 627, 677	506, 080	2, 064, 881	640, 155
Household and personal effects, etc..... free.		1, 671, 272		3, 307, 528
India rubber and gutta-percha, and manufactures of:				
Unmanufactured (free, lbs.)—				
Gutta-percha.....	367, 269	182, 020	492, 988	178, 301
India rubber.....	44, 236, 070	25, 987, 108	54, 408, 495	84, 219, 019
Total unmanufactured.....	44, 603, 339	26, 069, 128	54, 901, 483	84, 397, 320

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>India rubber and gutta-percha, and manufactures—Continued.</b>				
India rubber, crude (pounds), imported from—				
United Kingdom.....	10,833,655	\$6,552,540	10,433,594	\$6,850,244
Germany.....	1,716,521	802,814	2,110,930	1,114,581
Other Europe.....	5,504,449	3,580,119	7,490,466	5,312,210
Central America.....	1,205,490	588,474	1,458,255	853,094
Mexico.....	192,122	69,499	407,237	186,642
West Indies.....	85,827	9,823	5,023	1,557
Brazil.....	22,287,508	13,356,725	29,423,103	18,427,858
Other South America.....	1,723,189	771,342	2,156,190	1,096,115
East Indies.....	673,184	233,836	857,586	344,062
Africa.....	7,182	2,841	4,106	1,982
Other countries.....	57,463	19,095	62,050	30,654
<b>Total.....</b>	<b>44,236,070</b>	<b>25,937,108</b>	<b>54,408,495</b>	<b>34,219,019</b>
<b>Manufactures of (dutiable)—</b>				
Gutta-percha.....		125,772		172,149
India rubber.....		835,061		466,270
<b>Total manufactures.....</b>		<b>460,833</b>		<b>638,419</b>
<b>Iron and steel, and manufactures of:</b>				
Iron ore (tons).....dut..	187,093	253,243	674,098	1,063,045
Pig iron (tons).....dut..	25,152	704,431	40,372	1,339,206
Scrap iron and steel, etc. (tons).....dut..	1,783	33,330	11,675	165,745
Bar iron (pounds).....dut..	42,827,276	844,363	44,333,256	942,347
Bars, railway, of iron or steel, etc. (tons).....dut..	200	5,181	2,134	70,751
Hoop, band, or scroll (pounds).....dut..	7,527	224	1,485,720	33,492
Ingots, blooms, slabs, billets, of steel, etc. (pounds).....dut..	23,868,683	1,006,360	23,225,647	1,287,725
Sheet, plate, and taggers iron or steel (pounds).....dut..	5,065,287	181,021	15,777,163	464,297
Tin plates, terne plates, and taggers tin (pounds).....dut..	149,576,525	3,311,658	131,970,441	3,738,567
Wire rods (pounds).....dut..	35,807,363	767,909	40,239,103	873,396
Wire, and articles made from (pounds).....dut..	4,516,761	318,553	5,292,969	400,952
<b>Manufactures—</b>				
Anvils (pounds).....dut..	691,213	43,166	536,634	32,842
Chains (pounds).....dut..	263,082	15,967	420,923	25,564
Cutlery.....dut..		1,069,536		1,406,809
Files, file blanks, rasps, and floats.....dut..		40,492		47,624
Firearms.....dut..		611,862		798,742
Needles, hand-sewing and darning.....free..		409,427		366,412
Machinery.....dut..		1,930,436		2,185,566
Shotgun barrels, in single tubes, forged, rough-bored.....free..		91,891		158,734
All other.....dut..		1,066,765		1,457,433
<b>Total, not including ore.....</b>		<b>12,474,572</b>		<b>15,799,206</b>
<b>Tin plates, etc. (pounds), imported from—</b>				
United Kingdom.....	149,025,197	3,294,517	131,246,418	3,714,567
British North America.....	550,188	17,110	724,023	24,000
Other countries.....	1,140	31		
<b>Total.....</b>	<b>149,576,525</b>	<b>3,311,658</b>	<b>131,970,441</b>	<b>3,738,567</b>
<b>Ivory (free, pounds):</b>				
Animal.....	297,127	623,196	348,585	801,408
Vegetable.....	11,099,271	114,616	10,567,899	123,772
<b>Jewelry, manufactures of gold and silver, and precious stones:</b>				
Diamonds, uncut, including miners', etc., not set.....free..		2,522,478		4,898,756
Diamonds, cut, but not set.....dut..		5,740,101		8,303,482
Other precious stones, rough or uncut.....free..		27,598		56,831
Other precious stones, cut, but not set.....dut..		1,647,965		2,850,435
Jewelry, and manufactures of gold and silver.....dut..		2,041,202		4,480,983
<b>Total.....</b>		<b>11,979,384</b>		<b>21,090,437</b>

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Jewelry, manufacturers of gold and silver, and precious stones—Continued.				
Precious stones, etc. (free), imported from—				
United Kingdom.....		\$1,256,825		\$3,751,325
France.....		69,121		19,386
Netherlands.....		1,201,897		1,171,732
Other Europe.....		15,616		8,267
Brazil.....		20		2,983
Other countries.....		7,097		1,894
Total.....		2,550,076		4,955,587
Jewelry, and other precious stones, etc. (dutiable), imported from—				
United Kingdom.....		2,554,727		4,816,665
France.....		3,247,401		5,399,540
Germany.....		689,001		950,118
Netherlands.....		2,174,570		3,918,079
Other Europe.....		704,718		1,012,481
British North America.....		3,071		7,790
Mexico.....		5,071		21,815
East Indies.....		10,188		984
Other countries.....		40,541		7,928
Total.....		9,429,288		16,134,850
Lead, and manufactures of (dutiable, pounds):				
Lead and in ore, etc.....	178,417,223	2,514,534	189,151,401	2,935,243
Pigs, bars, and old.....	874,067	20,828	481,848	12,623
Manufactures of.....		8,829		12,983
Lead, pigs, bars, etc. (pounds), imported from—				
United Kingdom.....	2,326,937	57,043	317,321	9,350
Germany.....				
Other Europe.....			111,952	1,940
British North America.....	34,453,299	790,129	17,871,875	485,500
Mexico.....	142,030,670	1,683,083	170,188,651	2,436,296
Other countries.....	490,384	5,107	1,142,950	14,780
Total.....	179,291,290	2,535,362	189,632,749	2,947,866
Leather, and manufactures of:				
Leather (dutiable)—				
Band or belting, and sole leather.....		105,924		49,781
Calafkins, tanned, etc.....		278,244		143,176
Skins for morocco.....		2,452,655		2,531,035
Upper leather and skins, dressed, etc.....		2,599,348		2,725,992
Total leather.....		5,236,171		5,750,934
Manufactures of (dutiable)—				
Gloves, of kid or other leather.....		5,683,167		5,544,871
All other.....		427,477		598,513
Total manufactures.....		6,110,644		6,143,384
Gloves, imported from—				
Belgium.....		264,754		278,001
France.....		2,009,491		2,104,747
Germany.....		2,635,294		2,429,805
Other Europe.....		772,900		782,485
Other countries.....		728		833
Total.....		5,683,167		5,544,871
Malt, barley (bushels).....dut..	4,663	4,250	4,036	8,538
Malt liquors (dutiable, gallons):				
In bottles or jugs.....	846,854	831,014	957,246	946,767
In other coverings.....	1,795,439	537,097	2,116,972	626,114
Total.....	2,642,293	1,368,111	3,074,218	1,572,881
Manganese, ore and oxide of (tons).....free..	114,885	831,967	188,349	1,584,528
Marble and stone, and manufactures of (dutiable):				
Marble, and manufactures of.....		726,343		726,070
Stone, and manufactures of, including slate.....		229,909		200,192
Total.....		956,252		926,262

Imports of merchandise, by articles and countries, 1898 and 1899—Continued.

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Matting for floors (rolls).....free.				
Matting and mats for floors, etc. (square yards).....dut.	26, 568, 348	\$1, 848, 758	42, 749, 402	\$3, 005, 645
Metals, metal compositions, and manufactures of (dutiable):				
Bronze manufactures.....		508, 814		710, 086
All other.....		3, 479, 221		4, 008, 888
Total.....		3, 988, 035		4, 718, 969
Musical instruments, and parts of.....dut.		995, 608		1, 121, 220
Oils (gallons):				
Animal or rendered—				
Whale and fish.....dut.	577, 928	210, 808	731, 862	236, 384
Other.....dut.	2, 870	2, 851	17, 262	8, 487
Mineral.....free.	2, 018, 657	145, 062	1, 282, 326	120, 007
Do.....dut.	5, 488	1, 651	8, 581	979
Vegetable—				
Fixed or expressed.....free.		1, 656, 670		2, 248, 348
Do.....dut.		591, 182		629, 128
Olive.....dut.	784, 952	989, 447	1, 046, 569	1, 199, 607
Volatile, or essential, and distilled.....free.		1, 192, 268		1, 527, 087
Do.....dut.		349, 244		862, 861
Total.....		5, 189, 278		6, 327, 888
Paints, pigments, and colors.....free.				
Do.....dut.		1, 142, 670		1, 412, 874
Paper stock, crude (free) (see also wood pulp):				
Rags, other than woolen.....lbs.	52, 862, 184	742, 188	66, 185, 407	995, 978
All other.....		2, 076, 668		1, 728, 262
Total.....		2, 818, 854		2, 724, 240
Paper stock, crude, imported from—				
United Kingdom.....		1, 057, 617		1, 185, 563
Belgium.....		272, 949		262, 509
France.....		211, 074		224, 558
Germany.....		681, 882		552, 133
Italy.....		266, 545		190, 128
Other Europe.....		115, 468		111, 725
British North America.....		82, 087		83, 518
East Indies.....		13, 314		2, 261
Japan.....		94, 511		58, 096
Other countries.....		78, 512		58, 754
Total.....		2, 818, 854		2, 724, 240
Paper, and manufactures of (dutiable):				
Lithographic labels and prints, n. e. s.....		468, 500		817, 010
Parchment papers.....lbs.	387, 295	29, 210	904, 418	63, 533
All other.....		2, 524, 251		2, 571, 377
Total.....		3, 021, 961		3, 451, 920
Paper, and manufactures of, imported from—				
United Kingdom.....		695, 058		590, 868
Belgium.....		54, 782		87, 499
France.....		267, 458		307, 672
Germany.....		1, 698, 374		2, 068, 536
Other Europe.....		70, 854		118, 871
Japan.....		201, 217		230, 728
Other countries.....		89, 228		47, 750
Total.....		3, 021, 961		3, 451, 920
Perfumeries, cosmetics, etc.....dut.		464, 186		582, 944
Pipes and smokers' articles.....dut.		277, 072		327, 181
Plants, shrubs, and vines.....dut.		565, 646		902, 787
Platinum.....free.....lbs.	6, 927	1, 178, 142	6, 718	1, 482, 560
Plumbago.....free.....lbs.	18, 451	748, 820	20, 765	1, 989, 949
Provisions, comprising meat and dairy products (dutiable):				
Meat products—				
Meat and meat extracts.....		175, 580		390, 949
All other.....		110, 081		114, 608

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Provisions, comprising meat and dairy products (dutiable)—Continued.</b>				
<b>Dairy products—</b>				
Butter.....lbs.	28,944	\$4,055	29,837	\$5,112
Cheese.....lbs.	10,850,075	1,457,195	13,167,367	1,710,832
Milk.....lbs.		60,204		50,268
<b>Total.....</b>		<b>1,807,065</b>		<b>2,271,764</b>
<b>Cheese (pounds) imported from—</b>				
United Kingdom.....	208,828	32,630	153,081	27,149
France.....	957,632	159,968	1,419,174	237,934
Germany.....	275,082	35,549	379,568	43,968
Italy.....	3,465,284	439,489	4,639,225	579,592
Netherlands.....	951,892	101,776	1,236,950	190,117
Switzerland.....	4,677,461	647,040	4,938,127	641,153
Other Europe.....	280,441	33,265	382,895	41,916
British North America.....	85,212	7,110	65,392	8,192
Other countries.....	3,233	368	12,955	821
<b>Total.....</b>	<b>10,850,075</b>	<b>1,457,195</b>	<b>13,167,367</b>	<b>1,710,832</b>
<b>Rice (pounds):</b>				
Rice.....dut.	135,485,384	2,922,079	142,656,218	2,716,446
Rice, free under reciprocity treaty with Hawaiian Islands.....	3,059,700	152,979	1,215,200	57,871
Rice flour, rice meal, and broken rice.....dut.	57,697,471	887,837	39,410,363	620,598
<b>Total.....</b>	<b>196,242,555</b>	<b>3,962,895</b>	<b>183,281,781</b>	<b>3,394,910</b>
<b>Salt (pounds).....dut.</b>	<b>374,810,225</b>	<b>587,848</b>	<b>386,378,938</b>	<b>587,103</b>
<b>Sausage casings.....free</b>		<b>560,943</b>		<b>622,544</b>
<b>Seeds (bushels):</b>				
Linseed or flaxseed.....dut.	132,162	143,801	107,015	135,440
Seeds, n. e. s.....free		652,046		832,770
Do.....dut.		850,273		542,451
<b>Total.....</b>		<b>1,446,120</b>		<b>1,510,661</b>
<b>Shells, unmanufactured.....free</b>		<b>871,757</b>		<b>974,219</b>
<b>Silk, and manufactures of:</b>				
<b>Unmanufactured (free, pounds)—</b>				
Cocoons.....	11,966	3,966	12,957	4,221
Raw, or as reeled from the cocoon.....	8,439,624	26,579,806	11,819,946	42,776,678
Waste.....	1,479,362	595,197	1,750,569	765,963
<b>Total unmanufactured.....</b>		<b>27,178,969</b>		<b>43,546,872</b>
<b>Silk, raw (pounds), imported from—</b>				
France.....	326,617	1,174,747	329,493	1,793
Italy.....	1,876,250	7,127,766	2,151,898	9,370,750
China.....	1,945,421	4,560,750	3,643,491	10,854,071
Japan.....	3,850,621	12,505,440	5,595,382	20,927,890
Other countries.....	440,715	1,211,108	99,687	1,622,174
<b>Total.....</b>	<b>8,439,624</b>	<b>26,579,806</b>	<b>11,819,946</b>	<b>42,776,678</b>
<b>Manufactures of (dutiable)—</b>				
Clothing, ready-made, and other wearing apparel.....		1,591,708		1,696,198
Dress and piece goods.....		12,589,361		14,223,957
Laces and embroideries.....		3,259,704		3,259,378
Ribbons.....		1,950,193		1,673,466
Spun silks, in skeins, cops, warps, or on beams.....lbs.	810,892	885,295	2,079,459	2,742,718
Velvets, plushes, and other pile fabrics.....lbs.	309,159	962,173	549,928	1,788,775
All other.....		4,028,985		2,493,201
<b>Total manufactures.....</b>		<b>25,287,419</b>		<b>27,880,683</b>
<b>Manufactures of, imported from—</b>				
United Kingdom.....		2,685,546		2,564,763
Austria-Hungary.....		172,910		147,634
Belgium.....		36,352		51,534
France.....		10,676,467		12,193,295
Germany.....		4,598,051		4,988,513



*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Silk, and manufactures of—Continued.</b>				
Manufactures of, imported from—Cont'd.				
Italy .....		\$368,089		\$438,736
Switzerland .....		3,797,257		3,986,018
Other Europe .....		46,725		34,134
China .....		145,636		150,448
Japan .....		2,707,107		3,246,743
Other countries .....		53,279		78,865
Total .....		25,287,419		27,880,683
<b>Soap (dutiable, pounds):</b>				
Fancy, perfumed, etc. ....	750,074	307,048	814,157	331,786
All other .....		243,725		275,307
Total .....		555,773		607,093
<b>Spices:</b>				
Unground (pounds)—				
Nutmegs .....	free.. 1,190,399	302,666	1,471,995	330,942
Pepper, black or white .....	free.. 11,970,322	966,796	12,022,683	1,123,423
All other .....	free.. 13,233,608	929,839	17,854,063	1,138,101
Do .....	dut.. 8,171,747	306,739	8,832,303	342,384
Total .....		2,505,040		2,934,850
Nutmegs, pepper, etc. (free, pounds), imported from—				
United Kingdom .....	5,210,091	501,190	5,894,444	408,457
Netherlands .....	1,542,660	163,943	1,953,243	256,301
Other Europe .....	1,006,316	80,967	256,135	23,081
British North America .....		85		181
British West Indies .....	3,341,702	245,169	5,118,228	333,200
China .....	2,219,960	138,325	3,657,013	157,477
East Indies .....	10,838,087	908,970	11,412,193	1,229,483
Other Asia and Oceania .....	1,191,739	100,756	1,538,686	114,480
Africa .....	1,000,691	57,764	1,345,085	51,360
Other countries .....	43,898	2,184	870,979	18,446
Total .....	26,394,229	2,199,801	31,348,741	2,592,466
Spices, all other (dutiable), imported from—				
United Kingdom .....		227,186		237,206
Other Europe .....		28,989		45,896
Mexico .....		40,456		35,406
Other countries .....		9,108		26,376
Total .....		305,739		342,384
<b>Spirits, distilled (proof gallons):</b>				
Of domestic manufacture, returned (subject to internal-revenue tax) .....	free.. 810,089	672,223	888,626	744,961
Brandy .....	dut.. 184,122	533,455	239,906	681,428
All other .....	dut.. 1,045,532	1,357,963	1,428,122	2,065,010
Total .....	2,039,743	2,563,641	2,556,654	3,511,399
<b>Spirits (not of domestic manufacture, proof gallons), imported from—</b>				
United Kingdom .....	482,767	684,363	688,841	1,160,683
Belgium .....	22,053	32,182	24,273	29,809
France .....	284,465	659,055	307,850	867,528
Germany .....	70,406	47,542	97,528	79,010
Italy .....	16,470	27,901	36,026	60,414
Netherlands .....	141,988	74,249	180,320	90,967
Other Europe .....	17,796	25,082	32,639	55,147
British North America .....	124,926	245,032	166,136	318,242
West Indies .....	22,817	56,225	32,300	67,754
China .....	70,953	21,463	71,885	23,868
Other Asia and Oceania .....	20,107	10,149	20,683	9,285
Other countries .....	4,956	8,175	9,547	3,731
Total .....	1,229,654	1,891,418	1,668,028	2,766,438
<b>Sponges .....</b>	dut..	360,944		519,814
<b>Straw and grass, manufactures of .....</b>	dut..	122,071		263,466
<b>Sugar, molasses, and confectionery:</b>				
Molasses (gallons) .....	free.. 7,850	398	21,885	508
Molasses (gallons) .....	dut.. 3,390,833	530,460	6,050,848	796,759

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Sugar, molasses, and confectionery—Cont'd.</b>				
Sugar (pounds)—				
Not above No. 16 Dutch standard in color—				
Beet.....dut.	418,981,330	\$3,422,020	592,368,918	\$12,839,458
Cane.....free.	441,136,584	16,064,944	567,225,688	21,717,480
Cane and other.....dut.	2,489,431,147	51,499,132	3,218,114,664	72,580,881
Above No. 16 Dutch standard.....dut.	77,711,285	1,828,001	32,044,384	967,108
Total.....(free)	441,886,884	16,064,944	557,225,688	21,717,480
.....(dut)	2,966,123,762	61,849,153	3,842,522,966	86,407,897
Total sugar.....	3,427,260,146	77,984,097	4,399,748,654	108,124,877
Not above No. 16 Dutch standard (pounds), imported from—				
United Kingdom.....	18,745,614	462,908	18,748,642	472,461
Austria-Hungary.....	1,188,500	24,429	91,930,244	2,030,032
Germany.....	416,599,797	8,370,700	498,192,188	10,760,153
Netherlands.....	130,200	2,486		
Other Europe.....	2,062,542	42,612		
British North America.....	654,085	34,659	211,665	5,068
Central America.....	5,760,776	217,822	6,678,186	176,697
Mexico.....	3,015,254	46,913	4,152,462	76,716
West Indies—				
British.....	266,147,482	5,341,081	247,651,546	5,825,818
Cuba.....	585,126,197	13,094,196	687,688,520	17,746,966
Other West Indies.....	223,212,980	4,669,586	276,991,832	6,755,169
Brazil.....	145,112,904	2,431,824	34,900,877	5,681,985
Other South America.....	245,432,914	5,558,054	285,490,368	5,649,197
China.....	304,121	5,079	356,616	5,084
East Indies.....	830,657,794	16,039,642	1,885,460,670	30,636,469
Hawaiian Islands.....	486,636,384	16,184,944	567,225,688	21,717,480
Philippine Islands.....	61,208,000	1,086,499	50,077,422	910,813
Other Asia and Oceania.....	3,661,803	92,747	92,742	4,374
Africa.....	108,991,374	2,300,418	172,474,454	3,782,902
Other countries.....	140	2	306	6
Total.....	3,349,548,861	76,006,096	4,367,704,270	107,137,769
Above No. 16 Dutch standard, imported from—				
United Kingdom.....	2,069,041	56,082	1,262,573	28,908
Austria-Hungary.....	1,160,196	43,997	719,991	20,514
France.....	16,688	840	58,476	2,193
Germany.....	33,325,361	767,945	1,699,283	48,561
Netherlands.....	18,201,778	447,906	310,090	8,120
China.....	8,282,020	219,164	8,809,792	250,103
Other countries.....	14,636,201	392,067	19,184,179	628,714
Total.....	77,711,285	1,928,001	32,044,384	967,108
Confectionery.....dut.		32,418		31,968
Sulphur ore, etc. (tons).....free.	171,879	544,165	310,615	1,084,451
Tea (pounds).....free.	21,543,767	3,085,285		
Do.....dut.	47,261,043	6,459,860	87,547,389	10,934,061
Tea (pounds), imported from—				
United Kingdom.....	2,587,671	506,554	2,332,084	467,726
British North America.....	1,437,772	226,406	1,903,067	301,151
China.....	30,561,506	4,065,145	42,472,772	5,096,791
East Indies.....	1,976,968	298,199	3,971,801	500,686
Japan.....	30,923,813	4,403,121	36,459,891	4,488,958
Other Asia and Oceania.....	1,327,156	43,156	179,309	28,679
Other countries.....	9,924	2,514	228,515	51,072
Total.....	68,804,810	9,545,095	87,547,389	10,934,061
Tin in bars, blocks, pigs, etc. (pounds).....free..	62,748,399	8,770,221	71,248,407	16,746,117
Tin in bars, etc. (pounds), imported from—				
United Kingdom.....	15,362,383	2,247,348	18,962,290	4,801,607
Netherlands.....	2,416,854	361,267	2,857,050	730,908
East Indies.....	43,376,454	5,934,945	47,905,838	10,819,403
Other Asia and Oceania.....	1,287,665	185,207	1,068,410	274,580
Other countries.....	306,043	41,454	439,821	119,624
Total.....	62,748,399	8,770,221	71,248,407	16,746,117

Imports of merchandise, by articles and countries, 1898 and 1899—Continued.

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Tobacco, and manufactures of:</b>				
Leaf (dutiable, pounds)—				
Suitable for cigar wrappers .....	5,064,997	\$5,081,359	4,157,520	\$4,291,591
Other .....	6,242,883	8,498,803	12,950,319	7,363,302
Total leaf .....	11,307,880	8,580,162	17,107,839	11,654,893
Imported from (pounds)—				
Germany .....	281,222	165,575	319,245	152,222
Netherlands .....	4,708,354	4,682,676	3,849,553	3,693,525
Other Europe .....	460,373	168,447	727,060	247,980
British North America .....	476,012	816,767	521,693	470,385
Mexico .....	808,766	235,817	245,285	62,974
Cuba .....	4,120,717	2,832,497	10,859,402	6,891,038
Other countries .....	457,386	128,383	585,601	136,769
Total .....	11,307,880	8,580,162	17,107,839	11,654,893
Manufactures of (dutiable, pounds)—				
Cigars, cigarettes, etc .....	350,731	1,731,816	459,277	2,282,118
All other .....		58,933		57,616
Total manufactures .....		1,790,749		2,339,734
Toys..... dut.....		2,365,636		2,536,987
Toys, imported from—				
France .....		104,226		114,092
Germany .....		2,171,508		2,304,688
Other Europe .....		60,280		85,408
Other countries .....		29,622		32,809
Total .....		2,365,636		2,536,987
<b>Vegetables (dutiable, bushels):</b>				
Beans and dried pease .....	185,986	158,649	290,954	293,066
Onions .....	570,447	472,842	710,400	461,829
Potatoes .....	808,830	871,131	537,775	293,360
Pickles and sauces .....		345,704		302,527
All other—				
In their natural state .....		251,145		357,520
Prepared or preserved .....		565,656		627,829
Total .....		2,165,126		2,336,131
<b>Wines (dutiable):</b>				
Champagnes and other sparkling (dozen) ...	241,949	3,365,406	277,421	4,002,608
Still wines—				
In casks (gallons) .....	2,227,290	1,560,457	2,427,758	1,669,316
In other coverings (dozen) .....	278,940	1,344,892	298,575	1,488,083
Total .....		6,270,755		7,160,007
Wines, imported from—				
United Kingdom .....		186,208		208,852
France .....		3,974,948		4,622,795
Germany .....		1,016,896		1,171,717
Italy .....		289,713		252,816
Other Europe .....		765,120		832,442
Other countries .....		38,871		71,836
Total .....		6,270,755		7,160,007
<b>Wood, and manufactures of:</b>				
Unmanufactured (M feet)—				
Cabinet woods—				
Mahogany .....	18,132	929,811	25,475	1,388,749
All other .....		904,047		710,462
Logs and round timbers .....	272,173	2,462,443	97,265	870,107
Timber, hewn, etc. (cubic feet) .....	115,777	13,696	218,887	29,034
Lumber (M feet)—				
Boards, planks, etc .....	352,466	3,517,232	673,791	7,006,101
Shingles (M) .....	480,706	890,298	545,484	999,862
Other lumber .....		891,601		1,325,005
All other unmanufactured .....		1,811,263		2,414,106
Do .....		18,914		8,068
Manufactures of (dutiable)—				
Cabinet ware or house furniture .....		290,387		368,544
Wood pulp (tons) .....	84,479	284,058	51,192	1,248,264
All other .....		1,510,506		1,817,207
Total wood, and manufactures of .....		13,864,235		18,124,509

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Wood, and manufactures of—Continued.</b>				
Mahogany (M feet), imported from—				
United Kingdom.....	2, 921	\$290, 119	4, 449	\$440, 891
Central America.....	5, 139	261, 218	7, 787	333, 480
Mexico.....	8, 388	286, 538	10, 769	417, 415
Cuba.....	116	8, 138	969	80, 758
Other West Indies.....	565	31, 846	713	31, 487
South America.....	866	40, 478	658	22, 617
Other countries.....	142	11, 479	130	12, 106
Total.....	18, 182	929, 811	25, 475	1, 838, 749
Boards, planks, etc. (M feet), imported from—				
British North America.....	348, 876	3, 464, 718	673, 622	6, 990, 175
Other countries.....	3, 580	52, 514	169	14, 926
Total.....	352, 456	3, 517, 232	673, 791	7, 005, 101
Wood pulp (tons), imported from—				
Germany.....	1, 396	58, 172	2, 218	104, 379
Other Europe.....	4, 487	185, 915	7, 516	289, 244
British North America.....	28, 646	489, 971	41, 458	849, 641
Total.....	34, 479	684, 068	51, 192	1, 243, 264
<b>Wool, hair of the camel, goat, alpaca, and manufactures of:</b>				
Unmanufactured (pounds)—				
Class 1—clothing—				
In the grease.....dut..	27, 184, 041	4, 638, 385	18, 144, 264	2, 790, 261
Scoured.....dut..	9, 781	896	64, 782	13, 419
Class 2—combing—				
In the grease.....dut..	1, 205, 520	301, 823	6, 792, 199	1, 496, 972
Scoured.....dut..	2	14	1, 607	304
Class 3—carpet—				
In the grease.....dut..	71, 500, 266	6, 645, 872	80, 839, 397	7, 354, 285
Scoured.....dut..	794	147	25, 325	2, 408
Total.....dut..	99, 850, 404	11, 586, 586	105, 867, 574	11, 659, 644
Grand total.....				
<b>Wools (pounds) imported from—</b>				
Class 1—				
United Kingdom.....	6, 408, 798	1, 235, 375	8, 188, 598	1, 307, 233
France.....	112, 111	14, 084	51, 072	4, 666
South America.....	4, 505, 995	513, 457	4, 518, 713	544, 588
Asia and Oceania.....	14, 471, 220	2, 625, 479	3, 791, 545	702, 049
Other countries.....	1, 650, 708	250, 885	1, 659, 123	245, 139
Total.....	27, 143, 822	4, 639, 230	18, 209, 046	2, 803, 680
Class 2—				
United Kingdom.....	968, 107	254, 258	5, 163, 403	1, 078, 549
Other Europe.....	77, 494	24, 396	765, 133	272, 961
British North America.....	9, 943	2, 728	858, 510	147, 080
South America.....	148, 454	19, 126	1, 471	101
Asia and Oceania.....			60	7
Other countries.....	6, 524	832	5, 229	628
Total.....	1, 205, 522	301, 837	6, 793, 806	1, 499, 276
Class 3—				
United Kingdom.....	18, 967, 825	2, 011, 995	25, 550, 607	2, 702, 329
France.....	2, 453, 270	249, 889	2, 446, 438	240, 831
Germany.....	788, 071	82, 219	1, 379, 186	139, 965
Other Europe.....	16, 009, 405	1, 561, 773	17, 604, 550	1, 740, 010
British North America.....	2, 201	135		
South America.....	10, 827, 312	857, 399	7, 731, 610	575, 877
China.....	17, 797, 059	1, 422, 858	21, 436, 496	1, 462, 144
Other Asia and Oceania.....	4, 310, 908	428, 836	4, 701, 555	494, 907
Other countries.....	845, 014	30, 915	14, 290	625
Total.....	71, 501, 060	6, 646, 019	80, 864, 722	7, 356, 688
<b>Manufactures of—</b>				
Carpets and carpeting (square yards),				
durable.....	665, 100	2, 085, 836	760, 843	2, 272, 415
Clothing, etc., except shawls and knit				
fabrics.....dut..		809, 355		936, 534

Imports of merchandise, by articles and countries, 1898 and 1899—Continued.

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Wool, hair of the camel, goat, alpaca, and manufactures of—Continued.				
Manufactures of—Continued.				
Cloths (pounds).....dut.	4, 137, 521	\$3, 876, 574	4, 676, 510	\$4, 584, 394
Dress goods, women's and children's (square yards).....dut.	33, 171, 452	6, 901, 282	23, 661, 144	5, 460, 164
Knit fabrics.....dut.		618, 639		495, 436
Shoddy, mungo, flocks, etc. (pounds), dutiable.....dut.	459, 197	92, 642	317, 381	73, 817
Shawls.....dut.		55, 130		60, 584
Yarns (pounds).....dut.	272, 365	162, 161	152, 793	99, 638
All other.....dut.		655, 119		614, 365
Total manufactures.....		15, 207, 738		14, 596, 847
Carpets (square yards), imported from—				
United Kingdom.....	204, 219	558, 405	254, 903	601, 427
Other Europe.....	330, 511	1, 096, 174	382, 446	1, 271, 188
Japan.....	13, 811	17, 851	3, 277	8, 902
Other Asia and Oceania.....	84, 714	246, 367	119, 723	396, 136
Other countries.....	31, 845	117, 539	494	967
Total.....	665, 100	2, 035, 836	760, 843	2, 272, 415
Cloth (pounds), imported from—				
United Kingdom.....	2, 878, 213	2, 678, 181	3, 303, 742	3, 230, 204
Austria-Hungary.....	76, 785	68, 894	64, 334	61, 465
Belgium.....	104, 256	93, 303	176, 306	155, 331
France.....	182, 385	205, 243	165, 707	216, 681
Germany.....	878, 249	820, 493	950, 058	910, 277
Other Europe.....	6, 655	5, 299	6, 765	6, 714
Other countries.....	6, 478	6, 161	4, 596	8, 722
Total.....	4, 137, 521	3, 876, 574	4, 676, 510	4, 584, 394
Dress goods (square yards), imported from—				
United Kingdom.....	14, 398, 110	2, 492, 359	12, 310, 975	2, 386, 761
France.....	9, 207, 700	2, 104, 487	6, 361, 613	1, 889, 400
Germany.....	8, 270, 007	2, 281, 056	4, 906, 564	1, 162, 665
Other Europe.....	1, 293, 377	22, 654	81, 593	21, 142
Other countries.....	2, 258	726	394	196
Total.....	33, 171, 452	6, 901, 282	23, 661, 144	5, 460, 164
Zinc or spelter, and manufactures of (dutiable):				
In blocks or pigs, and old.....lbs.	2, 742, 357	109, 624		151, 956
Manufactures of.....		13, 443	2, 965, 463	14, 804
Total.....		123, 072		166, 750
All other articles.....free.		5, 730, 424		6, 781, 584
Do.....dut.		5, 080, 062		6, 145, 462
Total value of merchandise free of duty.....		268, 384, 173		350, 813, 954
Total value of merchandise dutiable.....		366, 580, 275		443, 031, 617
Total value of imports of merchandise.....		634, 964, 448		798, 845, 571
Imported direct from foreign countries.....		593, 425, 483		746, 536, 941
Imported through exterior ports, without appraisement.....		41, 538, 965		52, 308, 630
Entered for immediate consumption.....		526, 367, 606		681, 182, 721
Entered for warehouse.....		108, 596, 942		117, 662, 850
Brought in cars and other land vehicles.....		31, 706, 855		40, 184, 940
American steam vessels.....		45, 997, 136		76, 920, 188
Foreign steam vessels:				
Belgian.....		20, 641, 546		23, 965, 802
British.....		312, 220, 939		386, 783, 591
Dutch.....		22, 716, 132		23, 845, 063
French.....		44, 575, 155		56, 085, 175
German.....		72, 211, 921		85, 747, 708
Italian.....		451, 433		1, 913, 831
Norwegian.....		15, 589, 699		22, 174, 687
All other.....		11, 182, 330		22, 529, 290
Total foreign steam.....		499, 589, 155		623, 045, 142
American sailing vessels.....		27, 128, 948		30, 542, 239

*Imports of merchandise, by articles and countries, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Foreign sailing vessels:</b>				
British .....		\$19,983,176		\$17,988,286
Dutch .....		1,827,881		697,648
French .....		177,355		182,225
German .....		1,526,271		1,202,865
Italian .....		2,467,381		1,803,172
Norwegian .....		1,793,144		1,596,468
All other .....		3,817,146		4,732,398
<b>Total foreign sailing .....</b>		<b>30,542,354</b>		<b>28,153,062</b>

*Exports of domestic merchandise, 1898 and 1899.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Agricultural implements:</b>				
Mowers and reapers, and parts of .....		\$6,551,741		\$9,789,129
Flows and cultivators, and parts of .....		1,125,070		1,779,806
All other, and parts of .....		1,895,578		2,075,589
<b>Total .....</b>		<b>9,073,384</b>		<b>13,694,524</b>
<b>Exported to—</b>				
United Kingdom .....		1,236,486		1,352,949
France .....		1,296,163		1,792,789
Germany .....		1,247,018		1,737,573
Other Europe .....		1,476,947		2,696,875
British North America .....		1,081,288		1,847,250
Central American States and British Honduras .....		6,657		6,391
Mexico .....		153,805		306,731
Santo Domingo .....		432		3,290
Cuba .....		8,179		114,324
Puerto Rico .....		847		6,811
Other West Indies and Bermuda .....		8,151		14,226
Argentina .....		1,163,125		2,028,223
Brazil .....		26,294		85,956
Colombia .....		4,320		1,014
Other South America .....		270,580		313,023
East Indies—British .....		5,647		9,667
British Australasia .....		786,906		912,283
Philippine Islands .....		341		26
Other Asia and Oceania .....		60,005		73,725
Africa .....		239,448		342,458
Other countries .....		97		
<b>Total .....</b>		<b>9,073,384</b>		<b>13,694,524</b>
<b>Aluminum, and manufactures of .....</b>		<b>239,997</b>		<b>291,515</b>
<b>Animals:</b>				
<b>Cattle (number)—</b>				
United Kingdom .....	342,669	31,668,909	303,539	27,737,770
Other Europe .....			500	50,000
British North America .....	7,187	459,821	2,150	94,046
Central American States and British Honduras .....	58	4,310	19	615
Mexico .....	2,500	94,404	3,236	138,223
West Indies and Bermuda .....	44,742	1,209,458	99,569	2,352,424
South America .....	484	7,775	15	2,870
Asia and Oceania .....	159	8,700	132	7,530
Other countries .....	60	9,890	16	1,983
<b>Total .....</b>	<b>397,879</b>	<b>33,463,267</b>	<b>409,176</b>	<b>30,685,461</b>
<b>Hogs (number)—</b>				
United Kingdom .....	980	7,887	24	180
British North America .....	4,564	23,301	1,191	5,821
Mexico .....	3,305	36,014	8,104	107,341
West Indies and Bermuda .....	4,043	23,569	38,448	220,572
South America .....	27	521	36	1,125
Asia and Oceania .....	3,887	19,756	4,305	26,415
Other countries .....	123	1,998	122	2,105
<b>Total .....</b>	<b>16,879</b>	<b>117,546</b>	<b>52,230</b>	<b>363,609</b>

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Animals—Continued.</b>				
Horses (number)—				
United Kingdom.....	21,819	\$3,262,115	24,288	\$3,172,796
France.....			687	99,330
Germany.....	7,185	1,018,465	4,343	682,380
Other Europe.....	6,964	710,025	4,289	443,609
British North America.....	9,499	763,943	9,452	796,164
Central American States and British Honduras.....	239	11,665	28	2,006
Mexico.....	1,733	99,360	1,414	98,065
West Indies and Bermuda.....	916	82,788	3,025	212,189
South America.....	22	4,289	34	3,960
Philippine Islands.....			1,454	137,100
Asia and Oceania.....	438	43,643	880	88,065
Africa.....	102	14,480	89	11,810
<b>Total.....</b>	<b>48,917</b>	<b>6,010,773</b>	<b>49,983</b>	<b>5,747,468</b>
Mules.....No.	6,996	514,569	20,228	1,702,099
Sheep (number)—				
United Kingdom.....	122,784	883,825	95,399	692,727
Other Europe.....	1	50		
British North America.....	44,150	99,105	45,412	102,268
Mexico.....	3,179	12,205	2,514	11,112
West Indies and Bermuda.....	4,607	34,976	6,189	37,753
South America.....	1,354	10,653	1,162	8,252
Other countries.....	423	30,152	148	9,225
<b>Total.....</b>	<b>176,498</b>	<b>1,070,966</b>	<b>150,824</b>	<b>861,337</b>
All other, including fowls.....		226,647		349,668
<b>Total animals.....</b>		<b>41,408,768</b>		<b>39,709,642</b>
Art works: Paintings and statuary.....		251,849		817,180
Bark, and extract of, for tanning.....		316,944		448,189
Beeswax.....lbs.	124,793	33,967	290,847	83,315
Blacking:				
Stove polish.....		395,950		438,975
All other.....		366,930		482,858
Bone, hoofs, horns, and horn tips, strips, and waste.....		185,822		191,474
Books, maps, engravings, etchings, and other printed matter:				
United Kingdom.....		777,819		759,802
France.....		38,942		38,035
Germany.....		108,357		120,539
Other Europe.....		58,413		62,431
British North America.....		808,883		808,209
Central American States and British Honduras.....		28,984		58,671
Mexico.....		78,807		92,162
Santo Domingo.....		5,092		7,593
Cuba.....		12,402		61,098
Puerto Rico.....		6,337		17,300
Other West Indies and Bermuda.....		32,044		24,414
Argentina.....		22,660		28,725
Brazil.....		58,702		62,500
Colombia.....		20,255		74,560
Other South America.....		109,714		59,923
China.....		21,989		25,534
East Indies—British.....		16,468		25,850
Japan.....		26,197		41,952
British Australasia.....		126,874		151,400
Philippine Islands.....		705		12,300
Other Asia and Oceania.....		36,559		72,427
Africa.....		56,037		59,008
Other countries.....		15		60
<b>Total.....</b>		<b>2,427,205</b>		<b>2,744,488</b>
Brass, and manufactures of.....		1,237,027		1,607,072
Breadstuffs:				
Barley.....bush..	4,540,955	2,318,929	16,941,846	8,225,601
Bran, middlings, and mill feed.....tons..	84,178	1,265,440	180,174	2,875,399
Bread and biscuit.....lbs..	16,167,587	811,706	17,762,486	894,463
Buckwheat.....bush..	1,571,555	733,725	663,378	453,396

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Breadstuffs—Continued.</b>				
Corn (bushels)—				
United Kingdom .....	75,749,943	\$28,379,418	85,065,484	\$34,410,189
France .....	9,223,147	3,323,297	5,524,642	2,193,792
Germany .....	42,096,944	15,866,888	45,270,842	18,218,108
Other Europe .....	50,318,863	18,972,223	53,170,066	21,288,997
British North America .....	26,274,416	9,263,702	13,328,336	4,879,262
Central American States and British Honduras .....	103,885	54,229	96,488	44,264
Mexico .....	53,128	21,551	448,867	178,719
Santo Domingo .....	154	63	568	315
Cuba .....	642,692	258,937	1,049,414	477,550
Puerto Rico .....			4,140	1,923
Other West Indies and Bermuda .....	741,428	326,223	759,871	372,924
South America .....	45,006	19,871	153,127	73,007
Asia and Oceania .....	234,483	95,366	440,006	209,462
Africa .....	1,820,837	732,006	816,886	377,173
Other countries .....	4,454	1,916	6,298	2,904
<b>Total .....</b>	<b>207,309,881</b>	<b>77,315,689</b>	<b>206,135,233</b>	<b>82,728,589</b>
Corn meal .....	bbls. 854,248	1,886,546	868,749	1,973,464
Oats .....	bush. 49,919,866	16,046,888	41,085,082	12,848,332
Oatmeal .....	lbs. 81,717,533	1,718,406	62,162,394	1,445,033
Rye .....	bush. 15,718,571	9,151,169	4,852,340	3,096,533
Rye flour .....	bbls. 6,138	16,896	4,318	14,401
<b>Wheat (bushels)—</b>				
United Kingdom .....	78,769,551	67,496,442	63,125,163	46,652,405
France .....	17,513,825	20,223,504	1,658,421	1,260,440
Germany .....	7,355,826	5,745,116	9,296,240	6,345,007
Other Europe .....	32,287,072	26,386,257	90,741,242	23,199,190
British North America .....	7,774,942	6,139,663	3,162,708	2,321,836
Central American States and British Honduras .....	42,524	41,663	22,578	19,144
Mexico .....	6,297	4,586	3,262	2,538
West Indies and Bermuda .....	1,142	1,267	547	515
South America .....	599,055	509,323	129,609	87,231
Other Asia and Oceania .....	67,689	54,623	28,298	20,032
Africa .....	4,837,262	4,041,519	1,467,098	1,089,067
<b>Total .....</b>	<b>149,245,685</b>	<b>130,642,903</b>	<b>109,635,161</b>	<b>81,447,406</b>
<b>Wheat flour (barrels)—</b>				
United Kingdom .....	9,325,314	40,774,024	10,778,588	41,432,629
France .....	5,386	24,537	4,047	14,955
Germany .....	357,502	1,511,301	566,018	2,201,594
Other Europe .....	1,491,141	6,123,856	1,840,516	7,049,909
British North America .....	827,750	4,085,726	272,381	1,003,874
Central American States and British Honduras .....	259,172	1,165,768	242,556	891,240
Mexico .....	24,892	109,894	39,777	154,262
Santo Domingo .....	32,013	171,413	35,498	142,533
Cuba .....	307,434	1,340,766	563,839	2,053,406
Puerto Rico .....	81,968	366,389	185,056	642,696
Other West Indies and Bermuda .....	753,125	3,523,926	819,414	2,962,350
Brazil .....	707,025	3,245,731	633,794	2,581,242
Colombia .....	78,674	874,012	102,669	423,910
Other South America .....	342,066	1,508,585	454,266	1,574,599
China .....	23,186	96,531	25,437	87,796
East Indies: British .....	11,262	49,804	2,435	8,357
Hongkong .....	1,024,089	3,908,128	1,181,242	3,631,893
Japan .....	253,713	892,195	267,819	791,271
British Australasia .....	89,800	344,154	43,752	169,325
Philippine Islands .....	1,059	4,131	600	1,905
Other Asia and Oceania .....	172,842	695,672	245,331	782,765
Africa .....	383,887	1,671,270	397,849	1,429,833
Other countries .....	16,604	68,740	14,329	50,074
<b>Total .....</b>	<b>16,569,904</b>	<b>72,066,493</b>	<b>18,717,161</b>	<b>70,082,417</b>
Preparations of, for table food .....		2,000,486		2,324,795
All other .....		1,874,468		1,565,943
<b>Total breadstuffs .....</b>		<b>317,879,746</b>		<b>269,955,771</b>
<b>Bricks:</b>				
Building .....	M. 4,706	32,317	9,782	77,783
Fire .....		146,632		214,275
<b>Total .....</b>		<b>178,949</b>		<b>292,058</b>



*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Broom corn.....		\$182,387		\$194,681
Brooms and brushes.....		162,081		284,516
Candles..... lbs..	3,444,235	246,858	2,954,639	250,740
Carriages, cars, other vehicles, and parts of:				
Cars, passenger and freight, and parts of—				
For steam railways.....		1,542,706		2,108,699
For other railways.....		520,808		477,658
All other carriages and parts of, except cycles.....		1,804,006		2,454,812
Total.....		3,867,515		5,036,169
Exported to—				
United Kingdom.....		735,787		980,671
France.....		78,183		197,258
Germany.....		108,177		179,663
Other Europe.....		75,706		87,788
British North America.....		217,948		717,132
Central American States and British Honduras.....		48,851		21,209
Mexico.....		286,182		874,260
Santo Domingo.....		20,743		16,263
Cuba.....		72,777		208,277
Puerto Rico.....		2,242		23,224
Other West Indies and Bermuda.....		77,781		112,567
Argentina.....		571,673		341,704
Brazil.....		561,146		214,624
Colombia.....		43,068		23,087
Other South America.....		79,944		47,147
China.....		28,021		15,189
East Indies: British.....		13,158		22,973
Japan.....		5,942		13,380
British Australasia.....		319,429		499,733
Philippine Islands.....		524		28,975
Other Asia and Oceania.....		151,855		149,853
Africa.....		368,378		266,247
Total.....		3,867,515		5,036,169
Cycles and parts of—				
United Kingdom.....		1,699,127		684,536
France.....		517,183		450,829
Germany.....		1,636,207		807,015
Other Europe.....		1,362,199		944,950
British North America.....		608,195		536,876
Central American States and British Honduras.....		7,091		4,820
Mexico.....		57,947		41,897
Santo Domingo.....		631		330
Cuba.....		5,286		111,702
Puerto Rico.....		2,631		2,771
Other West Indies and Bermuda.....		72,464		63,965
Argentina.....		131,624		272,996
Brazil.....		99,232		35,065
Colombia.....		7,986		7,834
Other South America.....		54,104		65,365
China.....		27,863		23,822
East Indies: British.....		155,265		123,244
Hongkong.....		9,355		9,769
Japan.....		128,752		133,155
British Australasia.....		247,146		239,022
Philippine Islands.....		100		2,461
Other Asia and Oceania.....		79,066		96,524
Africa.....		181,004		151,063
Other countries.....		1,739		274
Total.....		7,092,197		4,820,284
Total carriages, cars, etc.....		10,969,712		9,856,453
Celluloid, and manufactures of.....		186,626		163,747
Cement..... bbls..	36,732	73,838	81,090	166,073
Chemicals, drugs, dyes, and medicines (pounds):				
Acids.....		189,907		160,797
Ashes, pot and pearl.....	1,013,482	37,967	1,283,951	45,986
Copper, sulphate of.....	14,529,466	466,244	29,391,586	1,302,420
Dyes and dyestuffs.....		482,038		450,721
Ginseng.....	185,315	717,666	190,369	901,489

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Chemicals, drugs, dyes, and medicines (pounds)—				
Continued.				
Lime, acetate of.....	42, 749, 892	\$614, 630	52, 554, 507	\$775, 364
Medicines, patent or proprietary.....		2, 306, 840		2, 941, 698
Roots, herbs, and barks, n. e. s.....		181, 994		199, 122
All other.....		4, 735, 508		5, 172, 242
Total.....		9, 732, 734		11, 949, 834
Cider.....galls.	477, 086	61, 139	467, 498	63, 271
Clocks and watches:				
Clocks, and parts of.....		976, 090		1, 147, 848
Watches, and parts of.....		892, 889		702, 798
Total.....		1, 868, 679		1, 850, 641
Exported to—				
United Kingdom.....		639, 431		629, 737
France.....		9, 864		2, 315
Germany.....		13, 178		40, 115
Other Europe.....		38, 541		32, 754
British North America.....		420, 928		416, 533
Central American States and British Honduras.....		5, 436		2, 575
Mexico.....		23, 747		30, 639
West Indies and Bermuda.....		11, 802		28, 586
Argentina.....		29, 134		26, 022
Brazil.....		60, 073		62, 561
Other South America.....		98, 110		78, 936
China.....		15, 868		18, 693
East Indies: British.....		60, 363		85, 942
Japan.....		201, 787		88, 960
British Australasia.....		163, 063		198, 505
Philippine Islands.....				14, 462
Other Asia and Oceania.....		24, 127		40, 896
Africa.....		58, 969		62, 348
Other countries.....		69		62
Total.....		1, 868, 979		1, 850, 641
Coal and coke:				
Coal (tons)—				
Anthracite.....	1, 350, 948	5, 712, 965	1, 707, 796	7, 140, 100
Bituminous.....	3, 152, 457	6, 699, 248	4, 044, 354	8, 573, 276
Total coal.....	4, 503, 405	12, 412, 233	5, 752, 150	15, 713, 376
Exported to (tons)—				
United Kingdom.....	7, 845	30, 349	51	163
France.....			1, 554	5, 386
Germany.....	27	158	9	45
Other Europe.....	19, 228	53, 945	33, 708	91, 572
British North America.....	3, 362, 386	9, 624, 042	4, 376, 287	12, 543, 918
Central American States and British Honduras.....	8, 752	10, 054	5, 546	19, 454
Mexico.....	371, 340	1, 076, 174	560, 059	1, 424, 103
Santo Domingo.....	4, 069	11, 714	8, 341	10, 758
Cuba.....	246, 611	497, 363	337, 678	637, 108
Puerto Rico.....	10, 102	20, 543	21, 654	45, 640
Other West Indies and Bermuda.....	226, 986	494, 019	218, 941	456, 576
Brazil.....	42, 084	154, 353	27, 851	99, 788
Colombia.....	10, 311	17, 671	21, 951	60, 547
Other South America.....	64, 406	139, 456	38, 931	70, 750
Philippine Islands.....	11, 085	27, 839	61, 815	137, 866
Asia and Oceania.....	67, 686	153, 438	37, 119	96, 479
Other countries.....	55, 587	101, 115	5, 655	13, 236
Total coal.....	4, 503, 405	12, 412, 233	5, 752, 150	15, 713, 376
Coke.....tons.	199, 562	600, 931	280, 196	858, 856
Coffee and cocoa, ground or prepared, and chocolate.....		151, 970		204, 716
Copper, and manufactures of:				
Ore (tons)—				
United Kingdom.....	4, 898	478, 373	1, 173	158, 850
Germany.....	2	300	2	600
Mexico.....	4, 419	274, 370	2, 329	223, 539
Other countries.....	24	2, 400		
Total.....	9, 343	755, 443	3, 504	382, 989

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Copper, and manufactures of—Continued.				
Ingots, bars, plates, and old (pounds)—				
United Kingdom.....	88,443,870	\$10,135,062	50,675,899	\$8,277,923
France.....	53,909,508	6,218,767	58,450,816	9,741,870
Germany.....	42,891,345	5,027,662	49,285,139	8,302,487
Other Europe.....	104,749,566	11,987,082	87,098,288	14,658,361
British North America.....	1,523,505	175,253	985,525	158,858
Mexico.....	258,975	31,389	829,572	108,666
Other countries.....	184,146	23,654	45,442	7,001
Total.....	291,955,905	33,598,869	247,370,681	41,250,166
Manufactures of.....		1,190,939		1,852,499
Total copper and manufactures of, not including ore.....		34,789,808		43,102,665
Cork, manufactures of.....		58,801		31,684
Cotton, and manufactures of:				
Unmanufactured—				
Sea island.....	bales..... 40,686	2,844,073	42,530	2,689,369
	lbs..... 15,926,872		16,550,971	
Upland and other.....	bales..... 8,128,694	229,924,131	5,775,202	188,477,973
	lbs..... 4,161,985,817		2,936,318,044	
Total.....	bales..... 8,169,380	232,768,204	5,817,732	191,167,342
	lbs..... 4,177,912,689		2,952,869,015	
Exported to—				
United Kingdom.....	bales..... 4,029,982	115,308,684	2,247,044	74,192,613
	lbs..... 2,075,883,196		1,148,228,277	
France.....	bales..... 794,678	22,229,030	750,185	25,272,157
	lbs..... 409,004,628		383,757,692	
Germany.....	bales..... 1,930,924	53,861,674	1,371,999	45,022,094
	lbs..... 977,142,665		692,307,868	
Other Europe.....	bales..... 1,093,888	30,899,213	1,048,942	32,965,746
	lbs..... 549,404,804		522,178,450	
British North America.....	bales..... 99,531	3,038,787	115,167	3,882,739
	lbs..... 49,826,574		57,736,652	
Mexico.....	bales..... 39,054	1,193,885	19,318	689,722
	lbs..... 20,782,663		10,239,438	
South America.....	bales.....		50	1,780
	lbs.....		24,936	
Japan.....	bales..... 169,627	5,839,708	256,159	8,849,117
	lbs..... 89,806,726		134,021,184	
Other Asia and Oceania.....	bales..... 11,692	397,136	8,859	291,007
	lbs..... 6,059,607		4,320,060	
Other countries.....	bales..... 4	137	9	367
	lbs..... 1,826		4,458	
Total unmanufactured.....	bales..... 8,169,380	232,768,204	5,817,732	191,167,342
	lbs..... 4,177,912,689		2,952,869,015	
Waste.....	lbs.....	555,307	16,822,606	604,008
Manufactures of—				
Cloths (yards)—				
Colored.....	96,057,000	4,625,931	101,930,139	5,145,794
Uncolored.....	234,774,967	10,880,445	316,496,018	14,552,681
Total.....	329,831,967	15,506,376	418,426,157	19,698,475
Exported to (yards)—				
United Kingdom.....	11,268,978	712,829	7,916,816	542,490
France.....	39,108	4,113	45,235	4,759
Germany.....	294,160	31,237	314,504	33,929
Other Europe.....	1,888,215	86,477	1,276,442	83,147
British North America.....	18,225,760	969,207	12,206,719	587,404
Central American States and British Honduras.....	11,290,813	484,588	15,169,405	649,700
Mexico.....	7,448,585	449,076	9,186,860	541,115
Santo Domingo.....	8,230,141	145,487	3,171,580	147,360
Cuba.....	1,172,429	64,478	13,606,350	707,373
Puerto Rico.....	123,987	6,768	5,699,703	252,433
Other West Indies and Bermuda.....	15,195,650	808,019	19,553,982	998,651
Argentina.....	2,894,206	200,281	2,197,212	136,612
Brazil.....	10,446,148	633,130	7,631,384	467,201
Colombia.....	6,964,587	313,727	7,324,964	362,031
Other South America.....	32,596,568	1,402,089	21,963,596	1,080,258
China.....	156,314,155	6,944,520	227,868,196	10,273,487
East Indies—British.....	7,859,280	363,137	5,527,284	296,530

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Cotton, and manufactures of—Continued—				
Manufactures of—Continued—				
Exported to (yards)—Continued—				
Hongkong .....	496,660	\$45,882	875,197	\$35,863
Japan .....	623,518	45,948	645,946	35,535
British Australasia .....	1,690,772	154,804	2,849,742	246,047
Philippine Islands .....	1,714	289	183,719	11,350
Other Asia and Oceania .....	31,422,481	1,289,630	42,258,218	1,764,590
Africa .....	8,779,958	360,922	11,398,328	493,780
Other countries .....	85,094	4,788	55,886	3,831
Total cloths .....	829,831,967	15,506,376	418,426,157	19,696,475
Other manufactures of—				
Wearing apparel .....		1,089,731		1,463,411
Waste, cop and mill. .... lbs. ....	6,811,243	281,319	8,447,786	378,443
All other .....		2,717,064		3,812,362
Total .....		4,088,104		5,154,216
Exported to—				
United Kingdom .....		415,014		485,518
France .....		8,331		19,025
Germany .....		194,474		186,496
Other Europe .....		84,720		107,169
British North America .....		1,778,441		2,121,499
Central American States and British Honduras .....		215,750		331,736
Mexico .....		359,841		432,250
Santo Domingo .....		23,609		18,139
Cuba .....		25,396		193,133
Puerto Rico .....		4,183		44,126
Other West Indies and Bermuda .....		108,551		165,817
Argentina .....		56,897		39,231
Brazil .....		49,525		41,265
Colombia .....		49,504		44,539
Other South America .....		41,488		68,955
China .....		17,604		17,494
East Indies—British .....		2,831		3,896
Hongkong .....		16,018		11,625
British Australasia .....		194,335		261,844
Philippine Islands .....		2		7,768
Other Asia and Oceania .....		358,352		438,998
Africa .....		82,174		104,697
Other countries .....		6,114		13,996
Total other manufactures of .....		4,088,104		5,154,216
Total manufactures of .....		19,594,480		24,852,691
Earthen, stone, and china ware:				
Earthen and stone ware .....		212,769		467,925
China ware .....		39,052		43,807
Total .....		251,821		511,732
Eggs .....	2,356,474 doz.	894,982	4,595,994	816,855
Feathers .....		172,278		258,865
Fertilizers (tons):				
Phosphates, crude .....	570,948	4,672,463	867,790	6,770,102
All other .....	16,714	442,977	49,082	1,031,882
Total .....	587,662	5,115,440	916,872	7,801,984
Exported to—				
United Kingdom .....	106,406	704,802	201,837	1,409,541
France .....	43,071	328,339	89,344	526,688
Germany .....	201,443	1,898,432	283,660	2,594,398
Other Europe .....	199,065	1,550,943	273,292	2,171,859
British North America .....	5,176	95,984	7,525	158,547
Central American States and British Honduras .....	1	40	3	78
Mexico .....	46	1,402	14	700
West Indies and Bermuda .....	2,045	58,549	5,158	111,720
South America .....	6	280		
Asia and Oceania .....	30,008	470,757	55,800	824,284
Other countries .....	395	5,962	239	4,169
Total .....	587,662	5,115,440	916,872	7,801,984

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Fibers, vegetable, and textile grasses, manufactures of:</b>				
Bags .....		\$528, 729		\$870, 405
Cordage .....	7, 908, 868 lbs.	569, 893	9, 886, 453	913, 730
Twine .....		1, 217, 897		2, 418, 966
All other .....		846, 073		515, 680
<b>Total .....</b>		<b>2, 662, 592</b>		<b>4, 218, 781</b>
<b>Fish:</b>				
Fresh, other than salmon .....	1, 062, 843 lbs.	89, 172	1, 527, 621	58, 122
Dried, smoked, or cured—				
Cod, haddock, hake, and pollock .....	8, 030, 250 lbs.	811, 784	9, 874, 727	411, 096
Herring .....	2, 988, 196 lbs.	64, 593	3, 228, 544	69, 671
Other .....	770, 569 lbs.	88, 111	1, 047, 161	54, 636
Pickled—				
Mackerel .....	1, 123 bbls.	18, 324	975	12, 487
Other .....	14, 053 bbls.	55, 373	20, 117	89, 536
Salmon—				
Canned .....	30, 272, 410 lbs.	2, 913, 782	23, 015, 344	2, 268, 933
Other, fresh or cured .....		291, 181		431, 242
Canned fish, other than salmon and shellfish .....		119, 540		132, 579
Caviare .....		261, 888		137, 366
Shellfish—				
Oysters .....		657, 963		776, 618
Other .....		237, 987		346, 456
All other fish and fish products .....		19, 642		13, 828
<b>Total .....</b>		<b>5, 014, 840</b>		<b>4, 797, 350</b>
<b>Fruits and nuts:</b>				
Apples, dried .....	30, 098, 347 lbs.	1, 981, 859	23, 960, 831	1, 558, 461
Apples, green or ripe .....	452, 776 bbls.	1, 413, 494	499, 638	1, 381, 661
Oranges .....		898, 379		235, 763
Prunes .....	8, 164, 987 lbs.	537, 628	16, 519, 024	1, 048, 453
Raisins .....	4, 507, 084 lbs.	222, 975	3, 564, 920	204, 001
All other, green, ripe, or dried .....		2, 084, 691		2, 478, 587
Fruits, preserved—				
Canned .....		2, 429, 078		3, 015, 431
Other .....		80, 853		69, 202
Nuts .....		165, 234		142, 085
<b>Total .....</b>		<b>9, 264, 191</b>		<b>10, 131, 594</b>
<b>Exported to—</b>				
United Kingdom .....		3, 805, 961		4, 264, 963
France .....		921, 816		574, 322
Germany .....		1, 228, 792		1, 582, 316
Other Europe .....		1, 218, 368		1, 286, 905
British North America .....		1, 282, 656		1, 378, 182
Central American States and British Honduras .....		28, 016		82, 688
Mexico .....		69, 409		79, 686
Santo Domingo .....		1, 636		2, 034
Cuba .....		50, 180		85, 709
Puerto Rico .....		2, 442		10, 313
Other West Indies and Bermuda .....		53, 155		61, 782
Argentina .....		8, 802		15, 188
Brazil .....		14, 801		20, 648
Colombia .....		7, 859		9, 901
Other South America .....		21, 983		21, 418
China .....		29, 279		31, 263
East Indies: British .....		12, 422		25, 802
Hongkong .....		64, 989		51, 662
British Australasia .....		281, 584		264, 563
Philippine Islands .....		1, 366		23, 096
Other Asia and Oceania .....		112, 359		166, 277
Africa .....		94, 525		129, 788
Other countries .....		1, 061		1, 098
<b>Total fruits and nuts .....</b>		<b>9, 264, 191</b>		<b>10, 131, 594</b>
<b>Furniture of metal .....</b>		<b>71, 070</b>		<b>237, 586</b>
<b>Furs and fur skins:</b>				
United Kingdom .....		1, 919, 671		2, 290, 123
France .....		13, 776		57, 480
Germany .....		543, 721		502, 650
Other Europe .....		13, 412		19, 926

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Furs and fur skins—Continued.</b>				
British North America.....		\$358,067		\$459,870
Other countries.....		15,894		8,185
Total.....		2,859,541		3,338,234
<b>Glass and glassware:</b>				
Window glass.....		24,008		36,384
All other.....		1,265,916		1,680,459
Total.....		1,289,919		1,716,843
Glucose or grape sugar.....lbs..	223,999,755	8,876,816	229,694,359	8,710,006
Glue.....lbs..	2,470,862	229,264	2,408,789	229,815
Grease, grease scraps, and all soap stock.....		2,245,852		2,746,691
<b>Gunpowder and other explosives:</b>				
Gunpowder.....lbs..	1,148,068	142,304	1,708,798	203,957
Cartridges and other.....		1,249,907		1,472,082
Total.....		1,392,211		1,676,039
<b>Hair, and manufactures of.....</b>		672,892		585,805
Hay.....tons..	80,160	1,089,762	66,558	872,392
<b>Hides and skins, other than furs (pounds).</b>				
United Kingdom.....	180,347	19,819	264,398	31,564
France.....	496,156	49,813	105,168	18,719
Germany.....	5,582,875	454,800	3,888,000	389,561
Other Europe.....	662,181	88,796	442,740	79,514
British North America.....	4,427,905	896,799	2,730,580	291,233
Mexico.....	15,174	2,659	16,641	2,508
West Indies and Bermuda.....	3,809	376	6,702	940
Japan.....	20,200	1,205	36,559	5,343
Africa.....	56,982	4,910		
Other countries.....	2,500	256	3,700	550
Total.....	11,397,129	1,018,433	7,514,488	769,927
<b>Honey.....</b>		71,301		34,319
<b>Hops (pounds):</b>				
United Kingdom.....	19,671,766	3,256,553	14,265,443	2,262,875
Other Europe.....	565,053	101,314	217,382	33,759
British North America.....	468,069	59,002	550,265	79,192
Central American States and British Honduras.....	26,225	3,940	21,549	3,219
Mexico.....	58,267	8,895	9,335	1,340
Santo Domingo.....	338	49	109	17
Cuba.....	890	160	9,178	1,797
Puerto Rico.....	585	69	864	113
Other West Indies and Bermuda.....	4,451	517	4,758	592
South America.....	10,521	1,608	11,827	1,748
East Indies: British.....	58,872	11,172	23,185	2,940
British Australasia.....	1,082,140	150,048	472,090	61,675
Philippine Islands.....	1,497	276	2,780	468
Other Asia and Oceania.....	24,594	3,449	60,198	7,697
Other countries.....	2,640	264	4,330	406
Total.....	21,940,853	3,597,316	15,652,788	2,457,839
<b>Ice.....tons..</b>	24,045	42,354	15,853	32,290
<b>India rubber and gutta-percha, manufactures of:</b>				
Belt, hose, and packing.....		(a)		279,069
Boots and shoes.....pairs..	400,969	224,784	621,069	327,139
All other.....		1,440,492		1,475,380
Total.....		1,665,226		2,081,588
<b>India rubber, scrap and old.....</b>		296,214		431,136
<b>Ink:</b>				
Printers'.....		101,894		119,380
Other.....		96,689		113,559
Total.....		198,083		232,939

a Included in "All other" prior to July, 1899.

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric:				
United Kingdom .....		\$742, 219		\$1, 051, 179
France .....		247, 872		910, 520
Germany .....		294, 969		444, 687
Other Europe .....		222, 563		349, 136
British North America .....		346, 456		398, 204
Central American States and British Honduras .....				
Mexico .....		88, 550		59, 788
West Indies and Bermuda .....		332, 966		494, 784
Argentina .....		111, 683		201, 611
Brazil .....		172, 450		307, 806
Other South America .....		84, 868		155, 090
China .....		112, 091		187, 716
Japan .....		48, 062		57, 523
British Australasia .....		226, 604		256, 661
Philippine Islands .....		91, 825		587, 608
Other Asia and Oceania .....		8, 384		7, 777
Africa .....		148, 421		211, 033
Other countries .....		52, 617		119, 515
		385		698
Total .....		8, 817, 980		5, 695, 730
Iron and steel, and manufactures of:				
Iron ore .....	31, 579	67, 548	40, 690	76, 687
Pig iron (tons)—				
Ferro-manganese .....	3, 700	155, 299	13	816
All other .....	249, 357	2, 547, 252	228, 640	3, 281, 425
Scrap and old, fit only for remanufacture, tons .....	78, 845	771, 590	76, 632	962, 402
Bar iron .....	15, 845, 825	241, 499	23, 751, 204	407, 161
Bars or rods of steel, other than wire .....	55, 564, 342	676, 113	68, 829, 655	1, 088, 336
Bars or rails for railways—				
Iron .....	8, 811	101, 109	6, 442	96, 135
Steel (tons)—				
Europe .....	34, 470	642, 658	21, 150	463, 857
British North America .....	107, 669	1, 982, 370	92, 039	1, 990, 322
Central American States and British Honduras .....	1, 070	23, 487	1, 102	24, 982
Mexico .....	37, 781	711, 175	20, 827	499, 700
West Indies and Bermuda .....	7, 388	170, 888	9, 068	214, 843
South America .....	14, 833	340, 025	7, 943	238, 906
Japan .....	45, 131	1, 041, 813	5, 151	164, 286
Asia and Oceania .....	27, 880	585, 142	85, 353	1, 962, 284
Africa .....	17, 420	840, 906	28, 624	568, 202
Total .....	298, 592	5, 838, 464	171, 272	6, 122, 382
Billets, ingots, and blooms .....	28, 600	544, 771	25, 005	516, 487
Hoop, band, and scroll .....	3, 589, 379	58, 781	6, 426, 182	117, 002
Rods, wire, of steel .....	41, 462, 598	390, 144	38, 062, 438	524, 466
Sheets and plates (pounds)—				
Iron .....	10, 008, 908	204, 170	13, 880, 092	356, 791
Steel .....	60, 647, 662	787, 245	118, 425, 114	1, 690, 510
Tin plates, terne plates, and taggers tin .....	108, 964	5, 610	298, 615	14, 279
Structural iron and steel .....	84, 088	1, 255, 451	54, 244	2, 069, 289
Wire .....	167, 262, 882	3, 086, 818	200, 589, 627	5, 528, 930
Car wheels .....	21, 721	124, 069	26, 924	163, 323
Castings, not elsewhere specified .....		780, 830		1, 848, 183
Cutlery—				
Table .....		31, 251		68, 156
All other .....		141, 781		184, 000
Firearms .....		641, 005		892, 620
Builders' hardware, and saws, and tools—				
Locks, hinges, and other builders' hardware .....		4, 808, 799		5, 464, 913
Saws .....		232, 036		231, 587
Tools, not elsewhere specified .....		2, 404, 827		8, 245, 780
Total .....		6, 945, 221		8, 943, 630
Exported to—				
United Kingdom .....		1, 762, 885		1, 986, 413
France .....		194, 162		338, 857

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Cont'd.				
Builders' hardware, and saws, and tools—				
Continued.				
Exported to—				
Germany .....		\$885,896		\$1,020,601
Other Europe .....		680,716		965,985
British North America .....		797,106		893,444
Central American States and British				
Honduras .....		78,957		94,049
Mexico .....		365,258		456,557
Santo Domingo .....		11,448		9,179
Cuba .....		87,993		896,168
Puerto Rico .....		6,575		80,640
Other West Indies and Bermuda .....		65,888		96,479
Argentina .....		207,459		269,034
Brazil .....		191,462		262,773
Colombia .....		94,049		122,299
Other South America .....		208,515		257,257
China .....		88,772		51,098
East Indies—British .....		321,194		61,027
Japan .....		79,532		73,250
British Australasia .....		997,135		1,137,595
Philippine Islands .....		1,026		4,291
Other Asia and Oceania .....		126,224		193,135
Africa .....		229,810		222,844
Other countries .....		3,160		1,606
Total .....		6,945,221		8,943,530
Machinery, machines, and parts of—				
Cash registers .....		(a)		421,141
Electrical .....		2,623,644		3,148,336
Laundry machinery .....		(a)		182,832
Metal-working .....		5,741,750		6,840,924
Printing presses, and parts of .....		843,688		1,037,644
Pumps and pumping machinery .....		2,300,811		3,016,645
Sewing machines, and parts of—				
United Kingdom .....		892,654		1,285,609
France .....		89,117		109,269
Germany .....		806,401		846,034
Other Europe .....		164,229		235,462
British North America .....		146,628		206,171
Central American States and British				
Honduras .....		24,749		20,538
Mexico .....		197,718		294,120
Santo Domingo .....		1,679		1,657
Cuba .....		849		48,120
Puerto Rico .....		1,863		4,536
Other West Indies and Bermuda .....		19,587		24,854
Argentina .....		96,513		173,249
Brazil .....		88,990		143,909
Colombia .....		73,749		41,856
Other South America .....		116,673		140,601
China .....		4,141		5,865
East Indies—British .....		4,851		7,020
Japan .....		6,979		4,992
British Australasia .....		276,296		423,562
Philippine Islands .....				246
Other Asia and Oceania .....		87,110		73,304
Africa .....		12,644		13,417
Other countries .....		51		417
Total .....		3,062,471		4,108,828
Shoe machinery .....		939,671		961,736
Steam engines, and parts of (number)—				
Fire .....	7	6,588		21,848
Locomotive .....	576	5,190,782	437	4,767,830
Stationary .....	522	852,668	870	494,939
Parts of, and boilers .....		1,145,508		1,439,363
Typewriting machines, and parts of—				
United Kingdom .....		934,243		1,169,921
France .....		122,782		172,713
Germany .....		466,074		506,408
Other Europe .....		271,621		480,201
British North America .....		57,433		55,962

a Not separately stated prior to July, 1899.



*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Cont'd.				
Typewriting machines, and parts of—Cont'd.				
Central American States and British Honduras.....		\$1,979		\$2,645
Mexico.....		30,914		57,228
Santo Domingo.....		80		232
Cuba.....		5,556		28,828
Puerto Rico.....		1,061		8,656
Other West Indies and Bermuda.....		5,248		7,168
Argentina.....		25,919		40,618
Brazil.....		4,786		10,643
Colombia.....		8,578		2,994
Other South America.....		15,850		25,363
China.....		8,357		9,199
East Indies—British.....		8,915		22,620
Japan.....		5,367		11,665
British Australasia.....		55,974		109,538
Philippine Islands.....		140		8,661
Other Asia and Oceania.....		12,480		19,748
Africa.....		43,028		81,362
Other countries.....		75		
Total.....		2,077,250		2,776,368
All other machinery, etc.....		16,413,893		19,721,191
Nails and spikes (pounds)—				
Cut.....	35,247,260	641,779	22,342,543	482,882
Wire.....	30,718,965	574,909	75,118,103	1,687,976
All other, including tacks.....	4,690,774	264,390	4,649,743	289,797
Pipes and fittings.....		4,595,451		6,763,896
Scales.....	number.. 1,542	106,085	2,766	164,710
Scales and balances.....		328,940		487,113
Stores, ranges, and parts of.....		449,007		524,324
All other manufactures of iron and steel.....		9,383,992		12,045,634
Total iron and steel, etc., not including ore.....		82,771,550		105,689,645
Jewelry, and other manufactures of gold and silver:				
Jewelry.....		598,713		763,342
Other manufactures of gold and silver.....		230,407		234,508
Total.....		829,120		997,850
Lamps, chandeliers, and all other devices for illuminating purposes.....		704,806		881,838
Lead, and manufactures of (pounds):				
Pig, bars, and old.....	118,960	4,450	98,115	4,286
Type.....	265,062	97,862	314,348	115,187
All other.....		112,927		154,496
Total.....		215,239		278,919
Leather, and manufactures of:				
Leather, sole (pounds)—				
United Kingdom.....	29,902,604	5,109,067	32,089,378	5,398,991
Germany.....	364,811	72,556	309,438	66,141
Other Europe.....	3,779,586	703,809	3,505,299	678,758
British North America.....	779,197	146,252	1,078,149	210,529
West Indies and Bermuda.....	38,110	7,159	45,964	9,122
South America.....	84,654	8,113	23,834	5,268
Japan.....	1,295,595	272,966	1,042,701	244,180
British Australasia.....	155,012	33,006	200,794	46,424
Philippine Islands.....			560	127
Other Asia and Oceania.....	220,271	49,113	370,789	81,902
Africa.....	180,098	26,440	169,256	35,740
Other countries.....	58,095	12,104	49,667	11,022
Total.....	36,768,083	6,440,575	38,883,814	6,788,209
Leather, other—				
Upper leather—				
Kid, glazed.....		341,708		1,391,156
Patent or enameled.....		100,544		77,381
Split, buff, grain, and all other upper leather.....		10,910,829		12,428,391
Other leather.....		889,187		1,419,364
Total.....		12,242,268		15,316,242

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Leather, and manufactures of—Continued.</b>				
Exported to—				
United Kingdom .....		\$8,884,614		\$10,802,144
France .....		297,541		484,729
Germany .....		762,165		972,656
Other Europe .....		1,088,114		1,512,610
British North America .....		708,829		780,216
Central American States and British Honduras .....		8,864		18,525
Mexico .....		7,586		25,289
Santo Domingo .....		1,047		1,074
Cuba .....		2,638		31,797
Puerto Rico .....		8,266		8,208
Other West Indies and Bermuda .....		18,952		29,137
Argentina .....		18,346		51,707
Brazil .....		53,088		78,439
Colombia .....		3,272		8,964
Other South America .....		20,995		38,577
British Australasia .....		284,024		425,374
Philippine Islands .....		1,121		2,420
Other Asia and Oceania .....		59,907		68,849
Africa .....		22,404		34,606
Other countries .....		496		927
<b>Total.....</b>		<b>12,242,268</b>		<b>15,816,242</b>
<b>Manufactures of—</b>				
Boots and shoes—				
United Kingdom .....		349,080		710,184
France .....		32,440		44,845
Germany .....		67,428		101,885
Other Europe .....		89,570		68,755
British North America .....		345,112		440,772
Central American States and British Honduras .....		84,881		143,402
Mexico .....		116,099		325,285
West Indies and Bermuda .....		278,561		648,507
Colombia .....		86,027		48,660
Other South America .....		40,613		81,815
British Australasia .....		324,729		758,881
Philippine Islands .....		24		1,575
Other Asia and Oceania .....		145,882		201,890
Africa .....		79,884		149,491
Other countries .....		8,196		2,108
<b>Total.....</b>		<b>1,944,423</b>		<b>3,668,435</b>
Harness and saddles .....		212,695		296,145
All other .....		1,076,861		740,802
<b>Total leather, and manufactures of.....</b>		<b>21,916,861</b>		<b>26,809,833</b>
<b>Lime.....</b> bbls.	53,483	49,209	79,611	82,985
<b>Malt.....</b> bush.	451,687	829,148	386,227	275,182
<b>Malt liquors:</b>				
In bottles..... doz.	801,187	902,550	1,402,909	1,946,365
In other coverings..... galls.	415,697	100,811	780,306	199,072
<b>Total.....</b>		<b>1,008,361</b>		<b>2,145,437</b>
<b>Marble and stone, and manufactures of:</b>				
Unmanufactured .....		78,643		101,749
<b>Manufactures of—</b>				
Roofing slate .....		1,368,144		1,241,788
All other .....		405,433		657,281
<b>Total.....</b>		<b>1,842,220</b>		<b>1,900,763</b>
<b>Matches.....</b>		<b>74,056</b>		<b>108,698</b>
<b>Musical instruments (number):</b>				
Organs .....	14,796	828,461	17,820	1,078,708
Pianofortes .....	1,083	281,100	1,618	381,217
All other, and parts of .....		685,058		550,879
<b>Total.....</b>		<b>1,594,619</b>		<b>1,960,299</b>

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Naval stores:				
Rosin, tar, turpentine, and pitch (barrels)—				
Rosin.....	2,266,695	\$3,522,274	2,568,899	\$3,886,614
Tar.....	24,879	54,663	38,848	88,874
Turpentine and pitch.....	20,586	48,841	22,787	51,458
Total.....	2,312,110	3,625,778	2,630,024	3,976,946
Exported to (barrels)—				
United Kingdom.....	678,361	1,049,282	769,286	1,242,617
Germany.....	503,389	760,599	631,231	894,199
Other Europe.....	720,743	1,068,833	801,250	1,044,968
British North America.....	57,494	126,567	65,205	139,679
Central American States and British Honduras.....	6,108	15,974	5,771	13,413
Mexico.....	3,639	9,341	3,942	9,406
Santo Domingo.....	1,859	4,247	1,771	3,951
Cuba.....	2,968	5,426	7,646	18,913
Puerto Rico.....	486	995	843	1,690
Other West Indies and Bermuda.....	6,119	18,023	5,082	11,806
Argentina.....	44,092	78,279	71,257	124,190
Brazil.....	95,390	168,108	185,124	222,648
Colombia.....	6,582	14,136	6,307	11,709
Other South America.....	51,035	95,065	44,946	87,898
China.....	2,666	5,370	2,602	4,963
Japan.....	7,960	14,987	10,820	19,504
British Australasia.....	68,129	120,439	26,808	70,775
Other Asia and Oceania.....	64,136	72,860	39,403	55,885
Africa.....	1,088	2,170	1,811	3,690
Other countries.....	86	92	19	48
Total rosin, tar, etc.....	2,312,110	3,625,778	2,630,024	3,976,946
Turpentine, spirits of (gallons)—				
United Kingdom.....	8,347,241	2,419,247	8,176,140	3,472,171
Germany.....	2,679,372	761,622	2,494,412	1,033,460
Other Europe.....	5,088,857	1,622,241	5,069,218	2,235,706
British North America.....	699,232	216,561	700,713	318,327
Central American States and British Honduras.....	8,135	3,313	10,372	5,317
Mexico.....	12,009	4,268	8,669	4,432
Santo Domingo.....	1,294	487	1,110	566
Cuba.....	38,720	12,776	124,371	54,276
Puerto Rico.....	4,240	1,635	10,287	4,980
Other West Indies and Bermuda.....	20,676	7,627	27,928	13,162
Argentina.....	278,453	107,216	197,904	101,607
Brazil.....	192,301	70,064	129,682	59,760
Colombia.....	12,360	5,232	11,493	6,014
Other South America.....	159,877	68,807	124,013	61,108
China.....	17,200	6,584	14,210	7,300
Japan.....	16,000	5,725	34,860	17,013
British Australasia.....	414,379	144,853	401,974	212,234
Philippine Islands.....	5,000	1,860	490	274
Other Asia and Oceania.....	19,646	7,044	66,190	32,658
Africa.....	65,603	27,629	72,089	39,111
Other countries.....	410	161	103	55
Total.....	18,081,005	5,384,952	17,668,228	7,679,515
Total naval stores.....		9,010,730		11,656,461
Nickel, nickel oxide, and matte..... lbs..	5,657,618	1,859,609	5,004,377	1,151,923
Nursery stock.....		119,486		110,454
Oil cake and oil-cake meal (pounds):				
Cotton seed.....	1,024,392,458	8,778,691	1,175,206,489	10,566,074
Flaxseed or linseed.....	434,237,866	4,641,180	498,759,030	5,556,792
Total.....	1,458,630,324	13,419,871	1,673,965,519	16,122,866
Exported to (pounds)—				
United Kingdom.....	315,113,915	2,956,284	434,715,832	4,217,796
France.....	62,867,681	616,928	61,572,404	610,259
Germany.....	496,358,638	4,296,856	435,399,994	3,902,176
Other Europe.....	564,043,350	5,312,617	726,137,009	7,189,792
British North America.....	7,917,288	69,747	8,817,599	43,192
West Indies and Bermuda.....	12,000,693	163,002	11,654,450	161,126
South America.....	264,411	8,550	893,092	5,170
Other countries.....	74,348	937	276,139	8,355
Total oil cake and oil-cake meal.....	1,458,630,324	13,419,871	1,673,965,519	16,122,866

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Oleicloth:</b>				
For floors .....		\$29,151		\$40,406
Other .....		87,588		102,807
Total .....		116,739		143,213
<b>Oils:</b>				
Animal (gallons)—				
Fish .....	928,223	186,994	582,107	121,446
Lard .....	756,161	325,015	1,046,470	462,441
Whale .....	114,142	54,216	58,208	23,064
Other .....	148,964	59,496	168,413	75,740
Total animal .....	1,947,480	625,721	1,855,198	682,691
Mineral, crude, including all natural oils, without regard to gravity (gallons)—				
France .....	93,124,210	3,868,886	89,128,079	4,476,299
Other Europe .....	16,996,863	658,724	16,279,535	756,834
British North America .....	20,370	1,416	6,168	342
Mexico .....	6,918,283	306,902	8,230,464	433,803
Cuba .....	3,157,607	160,942	3,783,144	268,826
Puerto Rico .....	218,150	19,477	280,040	21,845
Other countries .....	526	35	3,044	266
Total .....	120,436,009	5,016,332	117,690,474	5,958,215
Mineral, refined or manufactured, not in- cluding residuum (gallons)—				
Naphthas, including all lighter products of distillation .....	17,257,648	1,070,925	18,208,991	1,596,687
Illuminating .....	764,823,206	38,896,281	783,398,187	49,178,527
Lubricating and heavy paraffin oil .....	65,526,349	7,626,143	71,104,709	8,656,699
Total .....	847,607,196	47,592,299	822,707,887	59,425,913
<b>Exported to (gallons)—</b>				
United Kingdom .....	206,056,761	10,268,144	202,580,614	13,204,601
France .....	10,584,926	1,003,978	13,573,753	1,406,585
Germany .....	149,082,689	6,819,384	185,674,348	8,290,560
Other Europe .....	244,575,599	11,561,782	269,166,107	15,975,811
British North America .....	10,447,260	697,099	11,893,247	904,961
Central American States and British Honduras .....	1,164,721	123,989	1,090,402	185,645
Mexico .....	1,058,452	165,890	1,272,420	214,218
Santo Domingo .....	570,865	54,074	817,890	38,574
Cuba .....	571,430	69,086	887,619	114,280
Puerto Rico .....	817,876	36,692	476,984	62,892
Other West Indies and Bermuda .....	3,865,454	384,736	4,208,858	449,249
Argentina .....	9,055,362	871,124	10,280,575	1,161,574
Brazil .....	20,416,684	1,622,984	17,497,418	1,626,494
Colombia .....	1,247,565	117,960	1,184,838	134,443
Other South America .....	10,407,896	901,970	10,789,508	1,133,531
China .....	35,330,673	2,422,383	25,688,609	2,311,121
East Indies—British .....	28,092,865	2,014,822	18,874,198	1,442,313
Hongkong .....	14,456,095	1,002,555	19,838,016	1,647,846
Japan .....	56,358,586	3,768,525	36,268,048	3,460,240
British Australasia .....	19,309,416	1,829,946	22,928,009	2,599,611
Philippine Islands .....	620,153	30,966	1,297	2,870
Other Asia and Oceania .....	15,081,723	1,064,031	18,368,316	1,682,621
Africa .....	7,998,940	816,942	13,968,947	1,481,333
Other countries .....	39,986	3,306	40,216	3,855
Total mineral, refined or manufac- tured, not including residuum .....	847,607,196	47,592,299	822,707,887	59,425,913
<b>Residuum, including tar, and all other, from which the light bodies have been distilled .....</b>	724,687	815,118	514,506	658,197
<b>Total refined or manufactured, includ- ing residuum .....</b>		48,407,417		60,084,110
<b>Vegetable—</b>				
Corn .....	2,619,019	586,990	3,188,061	838,336

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Oils—Continued.</b>				
Vegetable—Continued.				
Cotton seed (gallons)—				
United Kingdom .....	3,462,914	\$802,058	4,966,120	\$1,141,192
France .....	16,315,224	3,969,620	15,033,626	3,780,449
Germany .....	3,315,942	832,812	4,144,951	1,078,363
Other Europe .....	17,604,308	4,425,461	18,809,001	4,791,238
British North America .....	490,409	114,429	481,621	127,830
Central American States and British Honduras .....	10,750	3,888	13,119	6,835
Mexico .....	2,040,603	379,739	3,553,191	701,148
Santo Domingo .....	95,225	30,999	89,615	30,890
Cuba .....	14,721	4,056	159,077	42,965
Puerto Rico .....	1,016	402	7,000	2,868
Other West Indies and Bermuda .....	681,616	177,259	731,148	201,554
Argentina .....	37,888	11,774	118,071	36,684
Brazil .....	1,048,502	264,243	652,731	193,843
Other South America .....	316,918	100,684	369,024	123,224
British Australasia .....	80,002	23,763	63,336	19,921
Other Asia and Oceania .....	1,600	455	10,542	2,957
Africa .....	1,212,976	303,765	747,247	194,619
<b>Total .....</b>	<b>46,730,114</b>	<b>11,465,357</b>	<b>49,969,420</b>	<b>12,476,135</b>
Linseed .....	galls. 88,676	39,411	107,032	48,120
Volatile or essential—				
Peppermint .....	lbs. 137,181	148,797	116,791	115,149
Other .....		150,026		292,494
All other .....		1,173,344		507,441
<b>Total vegetable .....</b>		<b>13,563,925</b>		<b>14,277,675</b>
<b>Paints, pigments, and colors:</b>				
Carbon black, gas black, and lampblack .....		181,084		213,676
Zinc, oxide of .....	lbs. 7,849,059	252,194	10,685,226	366,596
All other .....		722,809		1,112,123
<b>Total .....</b>		<b>1,156,037</b>		<b>1,692,397</b>
<b>Paper, and manufactures of:</b>				
Paper hangings .....		169,946		127,213
Printing paper .....	lbs. 107,944,979	2,607,871	94,637,748	2,336,230
Writing paper and envelopes .....		145,297		294,696
All other .....		2,655,501		2,870,366
<b>Total .....</b>		<b>5,578,615</b>		<b>5,628,496</b>
<b>Paraffin and paraffin wax (pounds):</b>				
United Kingdom .....	97,960,141	3,642,488	109,246,990	4,497,062
France .....	3,519,197	143,606	890,750	38,119
Germany .....	26,585,716	1,083,898	23,592,938	1,012,485
Other Europe .....	24,485,045	979,104	31,062,662	1,279,731
British North America .....	81,064	3,432	52,266	2,459
Central American States and British Honduras .....	579,284	27,466	463,209	23,818
Mexico .....	3,968,792	172,959	5,568,032	313,626
West Indies and Bermuda .....	26,165	1,103	65,498	3,457
Brazil .....	268,262	12,166	272,611	15,720
Other South America .....	127,401	6,329	197,733	12,794
Japan .....	5,195,786	194,689	4,200,800	173,967
British Australasia .....	2,515,909	107,654	4,467,065	192,770
Other Asia and Oceania .....	54,634	2,586	586,174	24,935
Africa .....	929,836	35,389	1,170,010	54,986
<b>Total .....</b>	<b>166,316,732</b>	<b>6,362,871</b>	<b>181,860,818</b>	<b>7,650,449</b>
Perfumery and cosmetics .....		305,123		357,373
Plated ware .....		410,803		493,528
<b>Provisions, comprising meat and dairy products:</b>				
Meat products—				
Beef products—				
Beef, canned (pounds)—				
United Kingdom .....	22,322,278	2,055,968	23,454,654	2,604,291
France .....	365,364	31,267	673,577	68,696
Germany .....	8,963,071	842,507	2,706,907	244,410
Other Europe .....	2,418,265	207,803	2,368,266	211,517
British North America .....	1,511,378	132,049	656,317	54,442
Central American States and British Honduras .....	213,411	22,499	267,120	26,619
Mexico .....	111,773	15,006	181,092	22,800

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Meat products—Continued.				
Beef products—Continued.				
Beef, canned (pounds)—Continued.				
Santo Domingo .....	506	\$45	1,174	\$118
Cuba .....	66,846	5,820	156,606	18,464
Puerto Rico .....	96	8	7,462	689
Other West Indies and Bermuda .....	397,222	38,312	375,321	37,217
Argentina .....	5,823	581	15,618	1,494
Brazil .....	243,977	24,318	282,801	28,810
Colombia .....	58,798	5,160	92,211	8,297
Other South America .....	141,761	13,134	200,770	19,597
China .....	130,125	18,049	137,948	16,879
East Indies—British .....	4,128	618	44,811	5,155
Hongkong .....	114,020	16,925	150,568	22,098
Japan .....	298,240	37,183	187,068	23,528
British Australasia .....	37,820	4,492	38,912	4,017
Philippine Islands .....	49,200	7,070	81,550	11,950
Other Asia and Oceania .....	357,810	53,830	598,662	86,046
Africa .....	5,064,459	416,636	11,711,921	1,022,412
Other countries .....	264	20	.....	.....
Total .....	37,866,682	3,448,240	49,398,218	4,529,550
Fresh (pounds)—				
United Kingdom .....	266,414,299	22,562,155	319,884,656	27,960,180
British North America .....	618,792	48,065	9,915	749
West Indies and Bermuda .....	426,286	33,768	2,244,099	200,198
Other countries .....	579	52	586,960	43,575
Total .....	.....	.....	.....	.....
Salted or pickled, and other cured (pounds)—	267,458,906	22,644,340	322,636,630	28,194,697
Salted or pickled .....	47,496,240	2,618,405	43,614,266	2,405,188
Other cured .....	1,226,558	118,899	2,451,381	212,640
Total .....	48,724,798	2,737,304	46,065,647	2,617,828
Exported to (pounds)—				
United Kingdom .....	21,401,576	1,249,507	19,324,965	1,185,936
France .....	310,175	18,463	178,200	9,549
Germany .....	5,986,717	337,738	4,946,814	262,843
Other Europe .....	6,867,046	359,434	5,293,538	236,918
British North America .....	3,438,687	172,820	4,304,048	210,757
Central American States and British Honduras .....	707,024	36,646	750,069	39,371
Mexico .....	5,810	291	28,868	2,151
Santo Domingo .....	65,450	3,478	106,660	5,900
Cuba .....	308,307	16,111	461,089	24,499
Puerto Rico .....	10,700	532	39,200	1,965
Other West Indies and Bermuda .....	5,162,264	285,166	5,640,691	297,662
Brazil .....	84,200	2,082	81,870	4,410
Colombia .....	242,567	13,146	369,080	19,446
Other South America .....	3,376,896	194,387	2,958,420	166,464
Asia and Oceania .....	608,228	33,322	896,500	69,006
Africa .....	228,500	13,098	661,385	33,060
Other countries .....	20,700	1,083	19,300	1,111
Total beef, salted, etc. ....	48,724,793	2,737,304	46,065,647	2,617,828
Tallow (pounds)—				
United Kingdom .....	45,060,294	1,759,270	39,822,556	1,760,373
France .....	11,480,863	453,500	14,009,982	580,194
Germany .....	18,450,402	722,616	11,565,829	521,174
Other Europe .....	24,281,188	960,046	24,844,836	1,083,097
British North America .....	666,666	17,570	175,248	6,682
Central American States and British Honduras .....	2,129,623	93,477	1,861,230	86,527
Mexico .....	690,647	27,542	601,051	27,696
Santo Domingo .....	506,761	20,274	400,827	17,725
Cuba .....	697,161	24,722	66,654	3,830
Puerto Rico .....	7,196	404	10,840	702
Other West Indies and Bermuda .....	1,473,298	63,972	1,323,904	69,175
Brazil .....	483,562	25,730	437,109	24,847
Colombia .....	191,334	8,563	342,664	18,426
Other South America .....	577,092	26,124	1,042,608	49,909
Asia and Oceania .....	180,267	5,544	606,179	28,621
Other countries .....	817	41	97,169	5,273
Total .....	106,819,190	4,209,395	97,213,186	4,238,751

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Meat products—Continued.				
Hog products—				
Bacon (pounds)—				
United Kingdom .....	449,799,080	\$34,333,973	401,158,150	\$30,589,831
France .....	5,834,842	423,536	14,353,473	966,730
Germany .....	44,212,030	2,968,660	33,299,598	2,339,825
Other Europe .....	84,544,352	5,708,096	88,873,862	5,645,273
British North America .....	17,209,567	1,140,298	3,077,852	232,568
Central American States and British Honduras .....	225,668	16,435	299,638	21,909
Mexico .....	126,218	12,667	221,127	21,743
Santo Domingo .....	31,148	2,122	35,081	2,190
Cuba .....	8,550,584	524,717	16,033,581	902,091
Puerto Rico .....	736,441	49,215	1,207,813	78,456
Other Western Indies and Bermuda .....	618,524	59,410	473,377	36,935
Brazil .....	6,924,513	476,384	2,964,057	191,959
Colombia .....	19,287	1,384	29,402	2,156
Other South America .....	262,825	19,151	174,615	12,383
China .....	52,720	6,895	72,032	8,892
Philippine Islands .....	16,460	2,267	5,900	711
Other Asia and Oceania .....	181,145	22,302	647,224	56,611
Africa .....	44,081	3,083	89,506	6,654
Total .....	619,683,235	45,786,045	558,005,388	41,008,919
Hams (pounds)—				
United Kingdom .....	164,389,154	15,215,209	178,322,522	17,455,779
France .....	718,017	69,204	1,237,167	113,583
Germany .....	13,975,056	1,297,710	6,570,591	620,167
Other Europe .....	25,282,655	2,358,465	15,178,559	1,374,448
British North America .....	8,038,139	689,848	2,397,746	224,589
Central American States and British Honduras .....	250,509	24,325	285,096	27,819
Mexico .....	261,810	29,530	358,849	40,591
Santo Domingo .....	64,709	7,061	59,599	6,707
Cuba .....	3,592,796	355,622	7,976,828	722,314
Puerto Rico .....	198,497	16,761	298,444	26,521
Other West Indies and Bermuda .....	1,630,817	140,557	1,779,463	163,720
Brazil .....	40,840	4,207	35,479	3,958
Colombia .....	158,383	13,798	215,874	18,588
Other South America .....	752,209	76,972	799,195	84,930
China .....	83,160	10,819	105,673	13,088
British Australasia .....	29,735	3,346	164,831	16,985
Philippine Islands .....	23,336	8,183	49,710	5,933
Other Asia and Oceania .....	397,280	49,339	566,862	70,059
Africa .....	148,758	16,521	227,107	24,001
Other countries .....	25,892	2,178	22,064	1,756
Total .....	220,011,750	20,384,650	216,646,559	21,015,536
Pork (pounds)—				
Canned .....	(a)	(a)	3,570,527	270,577
Fresh .....	30,367,286	2,023,817	34,041,248	2,334,826
Salted or pickled .....	116,864,578	6,804,048	137,673,905	7,996,794
Total fresh and salted .....	147,231,864	8,827,365	171,615,148	10,331,620
Exported to (pounds)—				
United Kingdom .....	61,903,739	4,025,464	89,465,150	5,817,416
France .....	144,875	7,978	165,891	9,746
Germany .....	12,918,080	710,707	16,478,445	900,796
Other Europe .....	25,317,828	1,488,600	22,048,016	1,317,356
British North America .....	19,564,080	1,126,020	13,553,860	721,936
Central American States and British Honduras .....	1,428,815	72,778	1,427,536	68,686
Santo Domingo .....	112,400	6,519	144,400	7,548
Cuba .....	840,140	17,748	3,107,742	182,549
Puerto Rico .....	2,609,200	135,005	3,977,800	205,606
Other West Indies and Bermuda .....	17,619,439	958,234	15,983,314	824,027
Brazil .....	108,700	7,152	54,750	3,063
Colombia .....	143,588	8,420	625,899	32,082
Other South America .....	4,410,990	238,290	3,949,723	199,963
Philippine Islands .....			5,990	434
Asia and Oceania .....	167,005	11,865	170,280	13,422
Africa .....	74,400	4,429	274,900	14,156
Other countries .....	178,505	10,156	281,963	12,884
Total .....	147,231,864	8,827,365	171,615,148	10,331,620

a Not separately stated prior to July, 1899.





*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Dairy products—Continued.				
Butter (pounds)—Continued.				
Japan .....	120,299	\$24,055	87,575	\$18,849
Philippine Islands .....			12,475	3,041
Other Asia and Oceania .....	258,768	54,572	3,142	45,680
Africa .....	19,826	4,151	9,801	2,089
Other countries .....	84,742	5,278	22,164	8,868
Total .....	15,084,189	2,428,143	27,809,869	4,502,744
Cheese (pounds)—				
United Kingdom .....	25,413,146	2,139,905	29,272,702	2,797,085
Germany .....			1,864	210
British North America .....	12,994,969	990,222	2,829,223	265,018
Central American States and British Honduras .....				
Mexico .....	155,059	17,553	162,218	20,445
Santo Domingo .....	135,850	15,419	211,580	26,006
Cuba .....	38,519	4,631	41,075	5,304
Puerto Rico .....	876,105	46,890	525,177	62,590
Other West Indies and Bermuda .....	42,517	5,335	301,346	36,942
Brazil .....	729,485	84,639	680,080	84,690
Colombia .....	4,772	521	2,002	252
Other South America .....	74,149	8,974	65,251	8,443
China .....	134,868	16,484	107,189	13,725
Japan .....	96,495	10,535	62,860	6,963
Philippine Islands .....	49,235	5,408	55,809	6,307
Other Asia and Oceania .....	1,120	186	16,432	2,021
Other countries .....	264,033	28,702	328,634	37,644
Total .....	13,642	1,464	23,371	2,518
Total .....	40,523,994	3,376,818	34,686,833	3,376,106
Milk .....		692,925		1,188,057
Total provisions, etc .....		174,978,013		182,416,334
Quicksilver .....	lbs..	981,497	440,587	1,268,572
Rice .....	lbs..	707,940	29,064	1,033,629
Rice bran, meal, and polish .....	lbs..	11,366,747	62,217	21,158,078
Salt .....	lbs..	17,280,193	63,624	25,200,191
Seeds:				
Clover .....	lbs..	26,692,282	1,594,409	29,520,026
Cotton .....	lbs..	29,731,425	198,211	44,490,156
Flaxseed or linseed .....	bush..	2,768,860	2,746,182	2,794,846
Timothy .....	lbs..	13,807,471	439,864	16,154,852
Other grass seeds .....			165,590	165,820
All other .....			135,217	174,942
Total .....		5,274,473		6,706,418
Exported to—				
United Kingdom .....		923,310		2,038,892
France .....		67,061		344,001
Germany .....		1,017,538		1,418,538
Other Europe .....		1,700,754		1,648,651
British North America .....		1,419,275		1,156,401
Central American States and British Honduras .....				
Mexico .....		5,336		4,850
Santo Domingo .....		28,912		18,450
Cuba .....		337		508
Puerto Rico .....		8,237		4,990
Other West Indies and Bermuda .....		56		679
Argentina .....		4,537		4,700
Brazil .....		300		11,777
Colombia .....		1,018		752
Other South America .....		1,253		1,220
China .....		2,378		2,735
British Australasia .....		755		773
Other Asia and Oceania .....		90,093		87,365
Africa .....		5,739		7,140
Total .....		2,544		3,932
Total seeds .....		5,274,473		6,706,418
Shells .....		128,834		120,941
Silk, manufactures of .....		308,060		265,250

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Soap:				
Toilet or fancy.....		\$338,800		\$354,590
Other..... lbs..	28,514,092	1,001,830	41,096,904	1,418,346
Total.....		1,335,180		1,772,986
Spermaceti and spermaceti wax..... lbs.	251,264	69,882	267,007	73,018
Spirits, distilled (proof gallons):				
Alcohol—				
Wood.....	383,143	202,280	719,212	419,583
Other, including pure, neutral, or cologne spirits.....	2,483,278	708,346	570,975	174,892
Brandy.....	24,401	39,376	66,043	74,205
Rum.....	745,438	1,044,743	752,538	1,083,767
Whisky—				
Bourbon.....	265,407	254,540	265,987	306,982
Rye.....	83,274	62,133	107,819	158,853
All other.....	26,077	21,038	18,288	24,838
Total.....	3,965,018	2,327,431	2,500,662	2,188,070
Starch..... lbs..	89,334,492	1,832,575	124,681,942	2,574,568
Stereotype and electrotype plates.....		58,318		53,722
Straw and palm leaf, manufactures of.....		328,194		385,787
Sugar and molasses:				
Molasses..... galls..	5,010,845	890,966	5,082,156	465,184
Sirup..... galls..	7,527,615	1,024,325	11,848,272	1,755,609
Sugar, brown..... lbs..	419,791	15,903	631,895	21,795
Sugar, refined (pounds)—				
United Kingdom.....	749,667	34,426	86,430	3,782
Germany.....			580	80
Other Europe.....	1,680	86	7,847	402
British North America.....	187,688	10,455	10,688,497	491,206
Central American States and British Honduras.....	674,232	32,447	587,328	26,559
Mexico.....	340,166	14,180	1,165,791	56,580
Santo Domingo.....	22,207	1,205	16,358	834
Other West Indies and Bermuda.....	1,844,089	101,095	1,956,643	94,702
Colombia.....	336,698	17,138	334,676	15,556
Other South America.....	28,489	1,565	38,701	2,128
Asia and Oceania.....	2,469,572	98,332	2,536,201	90,274
Africa.....	284,699	15,192	275,765	14,434
Total.....	6,989,187	326,121	17,694,817	796,437
Candy and confectionery.....		709,563		606,818
Total sugar and molasses.....		2,466,868		3,645,843
Tin, manufactures of.....		281,794		401,217
Tobacco, and manufactures of:				
Unmanufactured (pounds)—				
Leaf.....	258,207,664	23,513,770	385,904,511	29,649,643
Stems and trimmings.....	11,759,169	278,099	11,019,166	336,099
Total.....	269,966,833	23,796,869	346,823,677	29,985,742
Exported to (pounds)—				
United Kingdom.....	83,227,418	7,984,225	125,807,585	11,141,719
France.....	28,173,242	2,281,213	80,423,202	2,241,410
Germany.....	54,413,563	4,194,183	56,043,850	4,967,724
Other Europe.....	78,074,580	6,340,001	87,240,921	6,935,372
British North America.....	9,128,809	892,606	12,707,677	1,239,067
Central American States and British Honduras.....	187,833	27,250	209,319	26,310
Mexico.....	1,742,584	142,613	2,425,581	166,098
West Indies and Bermuda.....	2,955,577	290,547	2,970,522	267,071
Argentina.....	360,170	19,794	262,996	22,425
Colombia.....	54,806	7,742	59,164	7,761
Other South America.....	1,171,541	103,517	1,081,623	97,987
Japan.....	9,982,690	901,213	19,313,427	1,970,829
British Australasia.....	2,547,998	375,042	3,308,039	451,882
Other Asia and Oceania.....	636,498	50,460	343,961	31,355
Africa.....	2,358,525	226,088	4,674,560	428,542
Other countries.....	3,000	366	1,400	160
Total unmanufactured.....	269,966,833	23,796,869	346,823,677	29,985,742

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Tobacco, and manufactures of—Continued.</b>				
Manufactures of—				
Cigars.....M.	2,080	\$89,074	3,575	\$90,146
Cigarettes.....M.	1,225,958	2,309,581	1,150,302	2,053,991
Plug.....lbs.	8,916,186	2,030,184	9,854,252	2,222,682
All other.....		756,625		833,809
Total.....		5,135,464		5,200,628
<b>Exported to—</b>				
United Kingdom.....		890,695		822,947
France.....		13,337		12,706
Germany.....		108,580		126,248
Other Europe.....		391,257		370,406
British North America.....		59,713		101,515
Central American States and British Honduras.....		56,544		54,320
Mexico.....		27,164		15,805
Cuba.....		120,153		189,383
Other West Indies and Bermuda.....		130,755		163,701
Argentina.....		3,621		20,988
Brazil.....		1,050		352
Colombia.....		5,833		7,428
Other South America.....		86,384		57,469
China.....		314,909		415,052
East Indies—British.....		153,552		257,930
Hongkong.....		67,994		37,725
Japan.....		716,426		154,994
British Australasia.....		1,475,598		1,766,119
Philippine Islands.....		483		1,005
Other Asia and Oceania.....		228,343		263,416
Africa.....		281,090		332,956
Other countries.....		2,038		28,163
Total manufactures of.....		5,135,464		5,200,628
Toys.....		186,570		186,864
Trunks, valises, and traveling bags.....		111,648		141,779
Varnish.....galls.	409,073	427,915	514,535	548,252
<b>Vegetables:</b>				
Beans and pease.....bush.	877,235	1,224,580	739,944	1,065,523
Onions.....bush.	151,847	123,592	178,116	142,624
Potatoes.....bush.	544,467	410,017	844,711	672,725
Vegetables, canned.....		523,176		552,637
All other, including pickles and sauces.....		360,393		492,949
Total.....		2,646,758		2,926,458
<b>Vessels sold to foreigners (tons):</b>				
Steamers.....	435	54,174	328	110,545
Sailing vessels.....	3,628	39,800	321	5,825
Total.....	4,063	93,974	649	116,370
Vinegar.....galls.	111,450	14,305	113,127	12,349
Whalebone.....lbs.	107,336	313,221	163,447	425,689
<b>Wine:</b>				
In bottles.....dos.	11,449	59,258	8,393	37,365
In other coverings.....galls.	1,865,185	765,620	1,395,951	579,218
Total.....		827,878		616,583
<b>Wood, and manufactures of:</b>				
Timber and unmanufactured wood—				
Sawed.....M feet.	378,618	3,710,165	418,122	4,577,358
Hewn.....cubic feet.	4,822,181	393,180	4,524,910	770,646
Logs, and other.....		8,347,171		4,180,363
Total.....		7,950,516		9,528,367
<b>Exported to—</b>				
United Kingdom.....		3,094,658		4,213,511
France.....		364,447		445,430
Germany.....		1,119,671		1,451,063
Other Europe.....		1,405,442		1,624,207
British North America.....		1,091,086		392,567
Central American States and British Honduras.....		25,817		24,550

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued.				
Timber and unmanufactured wood—Cont'd.				
Exported to—				
Mexico .....		\$391,706		\$138,456
Cuba .....		29,098		53,011
Other West Indies and Bermuda .....		4,739		14,099
Argentina .....		16,699		17,651
Brazil .....		4,359		240
Colombia .....		26,093		15,584
Other South America .....		34,213		70,876
British Australasia .....		163,590		260,050
Philippine Islands .....				889
Other Asia and Oceania .....		91,624		208,384
Africa .....		87,334		103,379
Total .....		7,960,516		9,528,867
Lumber (M feet)—				
Boards, deals, and planks .....	843,598	13,078,763	1,080,408	16,556,390
Joists and scantling .....	31,746	343,570	40,473	474,782
Total .....	875,344	13,422,333	1,070,876	17,031,172
Exported to (M feet)—				
United Kingdom .....	135,351	3,129,705	147,482	3,817,807
France .....	27,601	393,598	32,415	503,685
Germany .....	41,980	883,641	55,204	1,121,909
Other Europe .....	122,678	2,238,017	181,973	3,177,398
British North America .....	92,150	1,291,151	89,668	1,407,859
Central American States and British				
Honduras .....	3,845	47,660	4,855	55,701
Mexico .....	64,064	733,423	86,694	961,859
Santo Domingo .....	1,861	28,837	2,015	36,704
Cuba .....	29,813	334,355	76,567	916,472
Puerto Rico .....	2,066	25,725	10,571	145,594
Other West Indies and Bermuda .....	88,722	551,787	45,597	691,115
Argentina .....	94,437	975,226	86,463	1,015,418
Brazil .....	43,861	578,154	34,851	483,035
Colombia .....	3,348	44,889	5,019	68,354
Other South America .....	47,001	529,722	45,127	599,075
China .....	12,586	105,668	16,869	154,207
Hongkong .....	1,150	12,597	3,407	36,757
Japan .....	2,671	29,085	2,884	30,261
British Australasia .....	44,491	507,761	41,119	474,425
Philippine Islands .....			3,195	46,345
Other Asia and Oceania .....	43,997	425,375	61,156	636,441
Africa .....	31,518	548,716	38,042	646,626
Other countries .....	173	2,291	263	4,122
Total boards, deals, etc. ....	875,344	13,422,333	1,070,876	17,031,172
Shingles .....	M. 65,064	118,275	86,922	154,435
Shooks—				
Box .....		389,978		604,634
Other .....	No. 608,762	580,204	754,623	668,098
Staves .....	No. 52,362,945	3,798,462	44,566,280	4,153,280
Heading .....		218,765		101,097
All other .....		3,224,092		3,220,888
Manufactures of—				
Doors, sash, and blinds .....		1,010,948		1,162,163
Furniture, n. e. s.—				
United Kingdom .....		1,024,122		1,046,886
France .....		129,405		71,867
Germany .....		257,381		156,074
Other Europe .....		228,819		245,018
British North America .....		478,401		411,239
Central American States and British				
Honduras .....		44,046		39,384
Mexico .....		177,115		324,912
Santo Domingo .....		8,861		7,917
Cuba .....		21,184		218,221
Puerto Rico .....		6,282		40,744
Other West Indies and Bermuda .....		100,297		122,436
Argentina .....		58,671		117,656
Brazil .....		29,009		41,562
Colombia .....		26,786		27,221
Other South America .....		78,732		66,504
China .....		18,989		13,011

*Exports of domestic merchandise, 1898 and 1899—Continued.*

Articles and countries.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued.				
Furniture, n. e. s.—Continued.				
East Indies—British .....		\$11, 772		\$5, 335
Japan .....		18, 354		13, 818
British Australasia .....		212, 586		305, 370
Philippine Islands .....		194		3, 298
Other Asia and Oceania .....		68, 819		265, 084
Africa .....		341, 197		332, 007
Other countries .....		2, 577		1, 762
Total furniture, n. e. s. ....		8, 417, 999		3, 877, 325
Hogsheads and barrels, empty .....		224, 115		200, 572
Trimmings, moldings, and other house finishings .....		350, 165		427, 607
Wooden ware .....		608, 612		880, 842
Wood pulp .....	58, 528, 280	585, 560	41, 212, 655	626, 716
All other .....		3, 071, 957		3, 208, 187
Total wood, and manufactures of .....		38, 966, 981		45, 840, 888
Wool, and manufactures of:				
Wool, raw .....	90, 539	14, 406	3, 511, 001	566, 295
Manufactures of—				
Carpets .....	112, 902	96, 938	128, 916	97, 363
Dress goods .....	55, 220	31, 949	44, 311	28, 608
Flannels and blankets .....		48, 598		55, 294
Wearing apparel .....		456, 537		580, 061
All other manufactures of .....		386, 788		408, 213
Total manufactures .....		1, 020, 810		1, 229, 539
Zinc, and manufactures of:				
Ore .....	10, 520	299, 870	25, 197	725, 944
Manufactures of—				
Pigs, bars, plates, and sheets .....	20, 998, 413	1, 083, 959	13, 509, 316	742, 521
All other manufactures of .....		138, 165		143, 282
Total, not including ore .....		1, 172, 124		885, 763
All other articles .....		6, 230, 980		7, 567, 348
Total value of exports of domestic merchandise .....		1, 233, 558, 140		1, 252, 903, 987
Carried in—				
Cars and other land vehicles .....		70, 076, 296		90, 266, 982
American steam vessels .....		44, 124, 903		64, 691, 406
Foreign steam vessels:				
Belgium .....	\$17, 254, 559		\$17, 638, 682	
British .....	798, 983, 978		751, 514, 241	
Dutch .....	22, 990, 262		28, 168, 888	
French .....	16, 074, 996	1, 080, 681, 419	17, 985, 020	1, 017, 501, 870
German .....	108, 486, 802		117, 709, 414	
Italian .....	897, 802		4, 848, 145	
Norwegian .....	27, 083, 196		25, 820, 588	
All other .....	42, 905, 324		53, 816, 882	
American sailing vessels .....		18, 310, 775		21, 098, 304
Foreign sailing vessels:				
Belgium .....	2, 889		33, 196, 604	
British .....	43, 589, 026		1, 242, 785	
Dutch .....	805, 574		1, 616, 098	
French .....	1, 452, 414	70, 414, 747	6, 019, 217	59, 350, 445
German .....	8, 116, 247		3, 814, 308	
Italian .....	3, 976, 946		8, 817, 961	
Norwegian .....	8, 485, 512		5, 142, 979	
All other .....	4, 036, 139			

*Exports of foreign merchandise, 1898 and 1899.*

[Abbreviation: n. e. s., not elsewhere specified.]

Articles.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Animals (number):</b>				
Cattle.....dut.....	2, 675	\$41, 576	9, 464	\$124, 284
Horses.....free.....	3	102	2	825
Do.....dut.....	195	69, 540	203	56, 161
Sheep.....dut.....	61	875	106	1, 999
All other, including fowls.....free.....		9, 075		45
Do.....dut.....		7, 318		13, 107
<b>Total.....</b>		<b>128, 486</b>		<b>195, 921</b>
Antimony ore.....free.....lbs.	84, 321	784		
Antimony ore, as regulus or metal.....dut.....lbs.	25, 275	1, 729	16, 815	1, 275
Articles, the growth, produce, and manufacture of the United States, returned, n. e. s.				
.....free.....		91		16, 756
Art works.....free.....		62, 651		17, 641
Do.....dut.....		382, 222		415, 025
Asphaltum or bitumen, crude.....dut.....tons.	1, 514	28, 666	1, 194	24, 486
Bolting cloths.....free.....		1, 000		17
Bones, horns, and hoofs, unmanufactured.....free.....		5, 042		2, 742
Bones and horns, manufactures of.....dut.....		1, 089		607
Books, music, maps, engravings, etc.....free.....		85, 291		25, 566
Do.....dut.....		23, 193		27, 892
Brass, and manufactures of.....dut.....		1, 080		766
<b>Breadstuffs:</b>				
Barley.....dut.....bush.	86	29	20, 938	9, 394
Corn.....dut.....bush.	1, 480	463		
Oats.....dut.....bush.			134	80
Oatmeal.....dut.....lbs.			880	24
Wheat.....dut.....bush.	1, 747, 368	1, 374, 816	496, 233	382, 066
Wheat flour.....dut.....bbls.	2, 174	7, 868	66	253
All other, and preparations of, etc.....free.....		2, 449		4, 712
Do.....dut.....		4, 244		8, 269
<b>Total.....</b>		<b>1, 389, 869</b>		<b>399, 798</b>
<b>Bristles (pounds):</b>				
Crude, not sorted, bunched, or prepared.....free.....	1, 811	1, 228	2, 550	1, 580
Sorted, bunched, or prepared.....dut.....	39, 335	19, 994	47, 281	22, 614
<b>Total.....</b>	<b>41, 146</b>	<b>21, 222</b>	<b>49, 831</b>	<b>24, 144</b>
<b>Brushes.....dut.....</b>		<b>373</b>		<b>1, 461</b>
Buttons and button forms.....dut.....		1, 006		1, 641
Cement, Roman, Portland, etc.....dut.....lbs.	6, 574, 858	24, 283	11, 672, 694	47, 384
<b>Chemicals, drugs, and dyes:</b>				
Alizarin and alizarin colors or dyes, etc.				
.....free.....lbs.	29, 909	4, 606	42, 586	6, 383
Argols, or wine lees.....dut.....lbs.	233	12	7, 961	1, 453
Barks, cinchona, or other, etc.....free.....lbs.			2, 729	470
Coal-tar colors and dyes.....dut.....		49, 222		36, 302
Cochineal.....free.....lbs.			1, 035	222
<b>Dyewoods—</b>				
Logwood.....free.....tons.	111	2, 551	120	3, 551
All other.....free.....		5, 604		16, 883
Extracts and decoctions of.....dut.....lbs.	199, 573	23, 361	188, 619	14, 093
<b>Total.....</b>		<b>31, 516</b>		<b>31, 527</b>
Glycerin.....dut.....lbs.	1, 627	150	26, 152	2, 948
<b>Gums (pounds)—</b>				
Arabic.....free.....	30, 863	6, 234	46, 890	9, 526
Camphor, crude.....free.....	1, 521	386		
Chicle.....dut.....	88, 634	15, 009	145, 752	21, 750
Copal, cowrie, and dammar.....free.....	128, 932	14, 316	501, 251	56, 097
Gambier, or terra japonica.....free.....	213, 208	7, 496	272, 348	8, 689
Shellac.....free.....	50, 420	10, 335	72, 196	13, 578
All other.....free.....		137, 851		87, 263
<b>Total.....</b>		<b>191, 660</b>		<b>197, 003</b>

*Exports of foreign merchandise, 1898 and 1899—Continued.*

Articles.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Chemicals, drugs, and dyes—Continued.</b>				
Indigo.....free..lbs..	200,869	\$127,716	126,939	\$86,529
Licorice root.....free..lbs..	245	23	245	17
Lime, chloride of, or bleaching powder.....dwt..lbs..	28,605	381		
Mineral waters.....dwt.galls..	5,558	2,224	12,481	5,476
Opium, crude or unmanufactured.....dwt..lbs..	29,708	68,261	61,512	136,247
All other.....dwt..lbs..	4	60		
<b>Potash (pounds)—</b>				
Chlorate of.....dwt..	25,150	2,014	55,709	8,788
Muriate of.....free..	128,300	2,575	230,623	4,329
Nitrate of, or saltpeter, crude.....free..			111,417	4,294
All other.....free..	30,354	865	4,476	233
<b>Total.....</b>	<b>183,804</b>	<b>5,444</b>	<b>402,230</b>	<b>12,594</b>
Quinia, sulphate of, etc.....free..ozs..			12,228	3,236
<b>Soda—</b>				
Caustic.....dwt..lbs..	1,237,257	22,202	1,082,831	18,330
Nitrate of.....free..tons..	735	24,825	2,460	78,877
Sol soda.....dwt..lbs..	1,272	14	14,280	74
Soda ash.....dwt..lbs..	4,246,673	14,241	1,159,501	4,119
All other salts of.....dwt..lbs..	120,542	1,400	93,520	2,035
<b>Total.....</b>		<b>62,682</b>		<b>103,435</b>
Sulphur, or brimstone, crude.....free..tons..	1,414	31,822	477	10,804
Sumac, ground.....dwt..lbs..	24,055	375	50,610	1,062
Vanilla beans.....free..lbs..	26,179	103,231	44,420	100,839
All other.....free..		824,519		287,883
Do.....dwt..		139,797		105,788
<b>Total chemicals, drugs, and dyes.....</b>		<b>1,143,701</b>		<b>1,132,218</b>
<b>Chocolate, prepared, etc. (not confectionery).....dwt..lbs..</b>	<b>25,265</b>	<b>3,152</b>	<b>26,843</b>	<b>5,524</b>
Clays or earths of all kinds.....dwt..tons..	91	657	132	1,304
Clocks and watches, and parts of (dutiable):				
Clocks, and parts of.....		436		5,833
Watches, and watch materials, etc.....		859		2,362
Coal, bituminous.....dwt..tons..	2,890	2,675	6,806	9,596
Cocoa, or cacao, crude, etc.....free..lbs..	1,390,115	210,042	2,577,688	338,339
Cocoa, prepared, etc.....dwt..lbs..	2,688	706	4,410	1,063
Coffee.....free..lbs..	23,244,566	2,633,044	26,552,552	2,429,141
<b>Copper, and manufacture of:</b>				
Ore and regulus.....free..tons..	3,403	547,960	1,715	265,326
Pigs, bars, ingots, etc.....free..lbs..	23,647,968	1,437,464	2,550,149	350,919
Manufactures of.....dwt..		4,637		10,250
<b>Total, not including ore.....</b>		<b>1,442,101</b>		<b>361,169</b>
Cork wood or cork bark, unmanufactured.....free..		94,736		79,424
Cork, manufactures of.....dwt..		7,069		26,137
<b>Cotton, and manufactures of:</b>				
Unmanufactured.....free..lbs..	278,230	25,063	718,458	81,993
Waste, or flocks.....free..lbs..	10,960	274	16,080	644
<b>Manufactures of (dutiable)—</b>				
Cloth (square yards)—				
Not bleached, dyed, colored, etc.....	8,907	420	16,096	1,112
Bleached, dyed, colored, etc.....	385,907	31,367	276,442	21,138
<b>Total.....</b>	<b>394,814</b>	<b>31,787</b>	<b>292,538</b>	<b>22,295</b>
<b>Clothing, ready-made, etc.....</b>		<b>12,340</b>		<b>13,493</b>
Knit goods: Stockings, hose, etc.....		6,980		8,971
Laces, edgings, embroideries, etc.....		23,761		19,385
Thread (not on spools), yarn, warps, etc.....lbs..	300	122	7,696	2,513
All other.....		123,677		178,677
<b>Total manufactures.....</b>		<b>198,617</b>		<b>245,334</b>

*Exports of foreign merchandise, 1898 and 1899—Continued.*

Articles.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Earthen, stone, and china ware (dutiable):</b>				
China, porcelain, parian, bisque, etc.—				
Not decorated or ornamented		\$5, 212		\$7, 148
Decorated or ornamented		20, 352		21, 091
All other		5, 062		10, 154
<b>Total</b>		<b>30, 646</b>		<b>38, 393</b>
<b>Eggs</b> .....dut. doz.		8	24	47
<b>Feathers and downs, crude, not dressed, etc.</b> .....dut.		31, 310		58, 716
<b>Feathers and downs, natural, dressed, colored, etc.</b> .....dut.		6, 373		4, 865
<b>Feathers, flowers, etc., artificial, for millinery use</b> .....dut.		1, 873		4, 152
<b>Fertilizers (free, tons):</b>				
Guano				8
Phosphates, crude or native	10	306	723	8, 718
All other		13, 499		4, 510
<b>Total</b>		<b>13, 805</b>		<b>13, 236</b>
<b>Fibers, vegetable, etc., and manufactures of:</b>				
<b>Unmanufactured (tons)—</b>				
Flax, hackled	1	250	10	589
Hemp, hackled	110	10, 015	618	57, 305
Isle or Tampico fiber	1, 014	76, 819	2, 142	211, 498
Jute and jute butts	2	85		
Manila	1, 988	279, 897	1, 193	168, 911
Sisal grass	678	51, 783	2, 225	313, 095
All other	127	13, 796	43	3, 931
<b>Total unmanufactured</b>	<b>3, 920</b>	<b>462, 654</b>	<b>6, 226</b>	<b>750, 279</b>
<b>Manufactures of (pounds)—</b>				
Bagging, gunny cloth, etc.		650		3, 846
Bags of jute		11, 816		35, 602
Burlaps		6, 824		
Cables, cordage, and twine, n. e. s.	34, 585	3, 718	842	120
Coir yarn	175, 115	4, 833	211, 405	10, 950
Carpets and carpeting	4, 389	1, 364	13, 127	2, 392
Fabrics, plain, woven of single jute yarn		2, 814		39, 430
Handkerchiefs		40		2, 573
Oilcloths			1, 553	1, 157
Twine, binding	125	42	1, 000	82
Yarns or threads	10, 196	2, 191	1, 011	108
All other		54, 541		62, 308
<b>Total manufactures</b>		<b>88, 823</b>		<b>158, 558</b>
<b>Fish (pounds):</b>				
<b>Fresh—</b>				
Lobsters, canned or uncanned	15, 812	2, 527	49, 724	7, 741
All other		208		2, 199
<b>Cured or preserved (dutiable)—</b>				
Anchovies and sardines, etc.		13, 584		15, 424
Cod, haddock, etc., dried, smoked, etc.	8, 644, 712	287, 334	8, 427, 766	332, 284
<b>Herring—</b>				
Dried or smoked	3, 341, 878	73, 336	1, 857, 526	40, 006
Pickled or salted	101, 422	3, 119	302, 742	4, 722
Mackerel, pickled or salted	7, 400	351	6, 200	386
Salmon, pickled or salted	155, 708	24, 035	35, 865	2, 328
All other		54, 486		56, 346
<b>Total</b>		<b>458, 925</b>		<b>461, 436</b>
<b>Fruits, including nuts (pounds):</b>				
Bananas		273, 528		417, 103
Currents	540, 411	17, 428	369, 064	10, 890
Dates	178, 539	5, 842	310, 818	10, 606
Figs	75, 919	4, 490	150, 756	6, 660
Lemons		6, 552	369, 858	9, 880
Oranges		10, 985	738, 539	12, 636
Plums and prunes	2, 806	493	27, 371	932
Raisins	324, 166	15, 215	1, 255, 027	53, 129
Prepared or preserved		6, 997		11, 921



*Exports of foreign merchandise, 1898 and 1899—Continued.*

Articles.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Fruits, including nuts (pounds)—Continued.</b>				
All other..... free		\$29,627		\$55,049
Do..... dut		84,428		220,102
<b>Total fruits.....</b>		<b>455,585</b>		<b>808,908</b>
<b>Nuts—</b>				
Almonds..... dut	138,104	10,832	301,204	27,733
Cocoanuts..... free		7,080		7,623
All other..... dut		14,960		25,155
<b>Total fruits and nuts.....</b>		<b>488,407</b>		<b>869,442</b>
<b>Furs:</b>				
Fur and fur skins, undressed..... free		128,771		123,022
Furs, and manufactures of..... dut		114,962		106,869
Ginger ale or ginger beer..... dut. doz.	2,248	1,550	1,961	1,348
<b>Glass and glassware (dutiable):</b>				
Bottles, etc., empty or filled.....		2,172		1,415
Cylinder, crown, etc., unpolished..... lbs.	20,172	507	71,855	1,341
Cylinder and crown glass, polished, silvered, sq. ft.	22	7	500	575
All other.....		10,182		7,848
<b>Total.....</b>		<b>12,868</b>		<b>11,179</b>
<b>Glue..... dut. lbs.</b>	8,712	527	10,129	876
<b>Grease and oils, n. e. s..... free</b>		2,402		1,108
<b>Grease, n. e. s..... dut</b>		5,208		17,487
<b>Hair:</b>				
Unmanufactured..... free		2,463		14,765
Manufactures of..... dut		1,331		1,722
<b>Total.....</b>		<b>3,794</b>		<b>16,487</b>
<b>Hats, bonnets, and hoods..... dut</b>		20,611		9,228
<b>Materials for, etc..... dut</b>		74,237		43,849
<b>Hay..... dut. tons.</b>			57	458
<b>Hides and skins, other than fur skins (pounds):</b>				
Goatskins..... free	558,817	166,222	691,268	195,420
All other, except hides of cattle, etc..... free	646,887	94,464	479,883	71,116
Hides of cattle..... dut	3,652,223	399,324	2,998,896	351,206
<b>Total.....</b>	<b>4,852,927</b>	<b>660,010</b>	<b>4,170,042</b>	<b>617,744</b>
<b>Hide cuttings, raw, and other glue stock..... free</b>		295		2,670
<b>Hops..... dut. lbs.</b>	84,482	7,528	18,613	4,562
<b>Household and personal effects, etc..... free</b>		30,743		15,626
<b>India rubber and gutta-percha, and manufactures of:</b>				
Unmanufactured (free, pounds)—				
Gutta-percha.....	63,970	42,441	106,287	68,308
India rubber.....	2,919,274	1,820,865	2,801,758	1,919,925
<b>Total unmanufactured.....</b>	<b>2,983,244</b>	<b>1,863,306</b>	<b>2,908,045</b>	<b>1,988,233</b>
Manufactures of (dutiable)—				
Gutta-percha.....		210		44,797
India rubber.....		30,900		13,320
<b>Total manufactures.....</b>		<b>31,110</b>		<b>58,117</b>
<b>Iron and steel, and manufactures of:</b>				
Pig iron..... dut. tons.	581	7,098	597	7,308
Scrap iron and steel, etc..... dut. tons.	68	270	195	2,671
Bar iron..... dut. lbs.	43,151	1,648	85,630	3,159
Bars, railway, of iron or steel..... dut. tons.	140	3,479		
Hoop, band, or scroll..... dut. lbs.	283	47		
Ingots, blooms, slabs, billets, of steel, etc..... dut. lbs.	100,417	3,829	10,769	1,718
Sheet, plate, and taggers iron or steel..... dut. lbs.	608,884	14,720	382,533	10,577
Tin plates, terne plates, and taggers tin..... dut. lbs.	899,757	22,271	378,866	11,308
Wire, and articles made from..... dut. lbs.	220,899	6,511	44,869	571

*Exports of foreign merchandise, 1898 and 1899—Continued.*

Articles.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Continued.				
Manufactures of—				
Anvils.....dut....lbs..	294	\$80	100	\$9
Chains.....dut....lbs..	1,448	109		
Cutlery.....dut.....		8,354		9,114
Files, file blanks, rasps, and floats.....dut.....		132		168
Firearms.....dut.....		20,368		11,481
Needles, hand sewing and darning.....free.....		126		2,210
Machinery.....dut.....		128,412		202,808
Shotgun barrels, forged, rough-bored.....free.....				105
All other.....dut.....		122,186		121,050
Total, not including ore.....		389,590		384,307
Ivory (free, pounds):				
Animal.....	1,894	4,821	595	1,650
Vegetable.....	911,789	13,365	483,474	7,377
Jewelry, manufactures of gold and silver, and precious stones:				
Diamonds, rough or uncut, including miners, etc., not set.....free.....		802		
Diamonds, n. e. s., not set.....dut.....		300		33,196
Other precious stones, rough or uncut.....free.....		405		732
Other precious stones and imitations of, not set.....dut.....		33,467		15,326
Jewelry, and manufactures of gold and silver.....dut.....		24,226		24,965
Lead, and manufactures of (dutiable, pounds):				
Lead in ore, and base bullion.....	153,231,312	2,599,094	149,458,450	2,989,912
Pigs, bars, and old.....			25,902	659
Manufactures of.....		540		1,925
Leather, and manufactures of (dutiable):				
Leather—				
Band or belting, and sole leather.....		7,947		13,482
Calfskins, tanned, etc.....		5,276		11,250
Skins for morocco.....		7,704		1,568
Upper leather and skins, dressed, etc.....		81,867		15,890
Total leather.....		50,794		42,205
Manufactures of—				
Gloves, of kid or other leather.....		7,480		20,697
All other.....		13,759		21,158
Total manufactures.....		21,189		41,850
Malt, barley.....dut..bush..			1,610	988
Malt liquors (dutiable, gallons):				
In bottles or jugs.....	11,791	7,813	9,227	8,023
In other coverings.....	151	90	4,109	1,239
Total.....	11,942	7,908	13,836	9,262
Manganese ore or oxide.....free..tons..	82	292	25	422
Marble and stone, and manufactures of (dutiable):				
Marble, and manufactures of.....		1,754		5,234
Stone, and manufactures of, including slate.....		3,698		2,291
Total.....		5,452		7,525
Matting and mats for floors.....dut.sq.yds..	81,478	7,017	96,487	12,062
Metals, metal compositions, and manufactures of (dutiable):				
Bronze manufactures.....		2,047		818
All other.....		56,763		54,432
Total.....		58,810		55,250
Musical instruments.....dut.....		5,968		14,908

*Exports of foreign merchandise, 1898 and 1899—Continued.*

Articles.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Oils (gallons):				
Animal or rendered—				
Whale and fish.....dut.....	34,572	\$11,108	33,315	\$11,859
Other.....dut.....	85	76	4,092	1,041
Mineral.....free.....	330	37		
Do.....dut.....	2,889	449		
Vegetable—				
Fixed or expressed—				
Olive.....dut.....	3,912	4,093	3,205	3,615
Other.....free.....		21,658		20,246
Do.....dut.....		29,260		28,138
Volatile or essential and				
distilled.....free.....		45,050		38,712
Do.....dut.....		16,955		16,534
Total.....		128,686		120,145
Paints, pigments, and colors.....dut.....		15,854		12,104
Paper stock, crude (free; see also Wood pulp):				
Rags, other than woolen.....lbs..	44,477	889	71,959	1,287
All other.....		566		1,441
Total.....		1,455		2,728
Paper, and manufactures of (dutiable):				
Lithographic labels and prints.....		158		1,173
Parchment papers.....lbs..	4,796	984	6,166	228
All other.....		14,826		21,746
Perfumeries, cosmetics, etc.....dut.....		7,004		11,275
Pipes and smokers' articles.....dut.....		5,571		702
Plants, trees, shrubs, and vines.....dut.....		3,386		9,633
Platinum.....free.....				16
Plumbago.....free.....tons..	165	11,645	5	338
Provisions, comprising meat and dairy products (dutiable.):				
Meat products—				
Meat and meat extracts.....		3,371		17,424
All other.....		63,648		8,123
Dairy products (pounds)—				
Butter.....	3,594	752	3,046	638
Cheese.....	202,546	21,241	216,855	28,873
Milk, condensed.....		1,807		2,558
Total.....		93,819		57,616
Rice (pounds):				
Rice.....dut.....	17,726,804	381,705	14,998,173	289,138
Rice flour, rice meal, and broken rice—				
.....dut.....			3,400	85
Total.....	17,726,804	381,705	15,001,573	289,223
Salt.....dut.....lbs..	4,827,288	4,751	5,216,112	9,858
Sausage casings.....free.....		17,227		2,942
Seeds (bushels):				
Linseed or flaxseed.....dut.....	5	6		
All other.....free.....		6,994		12,988
Do.....dut.....		3,788		2,414
Total.....		10,788		15,352
Shells, unmanufactured.....free.....		48,370		39,873
Silk, and manufactures of:				
Unmanufactured (free, pounds)—				
Raw, or as reeled from the cocoon.....	55,028	178,265	115,507	415,441
Waste.....			12,223	7,191
Total unmanufactured.....	55,028	178,265	127,730	422,632
Manufactures of (dutiable)—				
Clothing, ready-made, and other wear-				
ing apparel.....		25,220		20,460
Dress and piece goods.....		63,943		52,454
Laces and embroideries.....		4,736		10,453
Ribbons.....		1,726		15,294

*Exports of foreign merchandise, 1898 and 1899.—Continued.*

Articles.	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
<b>Silk, and manufactures of—Continued.</b>				
Manufactures of—				
Spun silk, in skeins, etc.....lbs.	4, 969	\$16, 860	9, 664	\$31, 211
Velvets, plushes, and other pile fabrics.....lbs.	1, 068	3, 023	235	685
All other.....		75, 842		155, 110
Total manufactures.....		191, 350		285, 617
<b>Soap (dutiable, pounds):</b>				
Fancy, perfumed, etc.....	601	81	3, 914	794
All other.....		7, 125		6, 414
Total.....		7, 206		7, 208
<b>Spices:</b>				
Unground (pounds)—				
Nutmeg.....free.....	28, 578	10, 030	9, 368	2, 914
Pepper, black or white.....free.....	813, 365	78, 400	660, 600	70, 649
All other.....free.....	1, 886, 126	128, 566	2, 160, 239	186, 664
Do.....dut.....	206, 413	9, 840	78, 006	4, 721
Total.....	2, 441, 482	226, 836	2, 908, 213	264, 948
<b>Spirits, distilled (proof gallons):</b>				
Of domestic manufacture, returned (subject to internal-revenue tax).....free.....	5, 960	5, 815	16, 900	17, 297
Brandy.....dut.....	4, 179	8, 188	2, 772	6, 210
All other.....dut.....	39, 061	63, 346	64, 188	112, 372
Total.....	49, 180	78, 349	83, 860	135, 879
<b>Sponges.....dut.....</b>		108, 620		88, 776
<b>Straw and grass, manufactures of.....dut.....</b>		1, 524		17, 067
<b>Sugar, molasses, and confectionery:</b>				
Molasses, above 40° polariscopic test.....dut.....galls.	273, 763	37, 857	252, 565	43, 642
<b>Sugar (pounds)—</b>				
Not above No. 16 Dutch standard—				
Beet.....dut.....	28, 100	656		
Cane.....free.....	490	40	183, 325	7, 333
Cane and other.....dut.....	2, 021, 278	37, 369	1, 090, 966	28, 633
Above No. 16 Dutch standard—				
Beet, cane and other.....dut.....	5, 497, 697	134, 754	4, 769, 341	157, 367
Total sugar.....	7, 547, 565	172, 819	6, 043, 652	193, 333
Confectionery.....dut.....		1, 342		2, 076
<b>Tea.....free.....lbs.</b>	2, 513, 272	329, 750		
Do.....dut.....lbs.	586, 420	76, 808	1, 615, 370	222, 195
Tin in bars, blocks, pigs, etc.....free.....lbs.	740, 326	113, 334	999, 315	265, 188
<b>Tobacco, and manufactures of (dutiable, pounds):</b>				
Leaf—				
Suitable for cigar wrappers.....	888, 149	793, 520	740, 991	630, 882
Other.....	1, 435, 367	736, 912	1, 106, 646	432, 136
Total leaf.....	2, 323, 516	1, 530, 432	1, 847, 637	1, 063, 018
<b>Manufactures of—</b>				
Cigars, cigarettes, etc.....	11, 265	15, 920	10, 620	22, 399
All other.....		948		3, 518
Total manufactures.....		16, 868		25, 917
<b>Toys.....dut.....</b>		7, 949		1, 580
<b>Vegetables (dutiable, bushels):</b>				
Beans and dried pease.....	20, 333	15, 961	20, 577	18, 015
Onions.....	349	456	814	814
Potatoes.....	196	64		
Pickles and sauces.....		2, 338		1, 932
All other—				
In their natural state.....		4, 328		1, 836
Prepared or preserved.....		17, 130		12, 061
Total.....		40, 277		34, 658

*Exports of foreign merchandise, 1898 and 1899.—Continued.*

Articles,	Twelve months ending December—			
	1898.		1899.	
	Quantities.	Values.	Quantities.	Values.
Wines (dutiable):				
Champagne, and other sparkling.....doz..	3,343	\$43,035	2,252	\$30,216
Still wines—				
In casks.....galls..	21,505	11,104	21,400	11,641
In other coverings.....doz..	4,470	12,308	4,266	12,996
Total.....		66,447		54,853
Wood, and manufactures of:				
Unmanufactured—				
Cabinet woods—				
Mahogany.....free. M feet..	2,285	175,487	1,767	170,858
All other.....free.....		37,509		33,767
Logs and round timber.....free. M feet..	1	10	56	637
Timber, hewn, etc.....dut. cub. ft..	290	42	22,039	2,479
Lumber—				
Boards, planks, etc.....dut. M feet..	26,609	304,260	35,673	422,158
Shingles.....dut. M.....			724	724
Other lumber.....dut.....		1,095		2,094
All other unmanufactured, free.....		183,993		153,783
Do.....dut.....		944		1,922
Manufactures of (dutiable)—				
Cabinet ware or house furniture.....		5,485		13,700
Wood pulp.....tons..	321	3,497		
All other.....		141,534		118,057
Total wood and manufactures of.....		833,856		915,174
Wools, hair of the camel, goat, alpaca, etc., and manufactures of:				
Unmanufactured (pounds)—				
Class 1—Clothing: In the grease.....dut..	4,343,552	511,343	12,557,263	2,067,274
Scoured.....dut.....	19,931	1,949	76,154	14,879
Class 2—Combing: In the grease.....dut..	5,499	653	91,738	13,100
Scoured.....dut.....			205,740	58,316
Class 3—Carpet: In the grease.....dut..	223,051	28,156	500,931	51,884
Total unmanufactured.....	4,592,033	572,101	13,491,826	2,175,458
Manufactures of wool (dutiable)—				
Carpets and carpeting.....sq. yds..	5,430	28,643	5,789	10,018
Clothing, etc., except shawls and knit goods.....		24,986		22,112
Cloths.....	33,038	21,525	177,266	99,148
Dress goods, women's and children's.....sq. yd..	333,562	51,823	389,632	86,143
Knit fabrics.....		170		2,624
Shoddy, mungo, flocks, etc.....lbs..	140,400	14,003	75,095	6,040
Shawls.....		1,536		6,731
Yarns.....lbs..	664	330	21,957	8,447
All other.....		46,600		48,186
Total manufactures.....		189,616		288,449
Zinc or spelter, and manufactures of (dutiable):				
In blocks or pigs, and old.....lbs..	36,508	1,399	33,837	1,589
Manufactures of.....		137		15
Total.....		1,536		1,604
All other articles.....free.....		111,431		74,710
Do.....dut.....		149,439		261,298
Total value of merchandise free of duty.....		10,463,648		9,548,468
Total value of merchandise dutiable.....		11,524,478		13,047,216
Total value of exports of foreign merchandise.....		21,988,126		22,595,684
From warehouse.....		11,117,058		11,274,551
Not from warehouse.....		10,871,068		11,321,133
Carried in cars and other land vehicles.....		6,065,077		7,511,607
Carried in American vessels: Steam.....		2,310,553		1,957,476
Sailing.....		430,796		350,512
Carried in foreign vessels: Steam.....		12,894,786		12,429,544
Sailing.....		346,914		346,545

## AFRICA.

As noted in previous editions of the Review, the continent of Africa, for trade reasons, is considered in four geographical divisions—(1) the Northern, covering the Canary Islands, Madeira, Morocco, Tunis, Tripoli, Algeria and Egypt; (2) the West Coast, embracing Cape Verde Islands, Senegal, Sierra Leone, Liberia, Ivory Coast, Gold Coast, Lagos, Niger Protectorate, Togoland, Kamerouns, Kongo Free State, German Southwest Africa, and Angola; (3) South Africa, including Cape Colony, Natal, Orange Free State, South African Republic (Transvaal), Mozambique, the trade of this country being chiefly in transit for the Transvaal, and Rhodesia, the commerce of which passes largely through British South Africa; (4) the East Coast, embracing Zanzibar, Madagascar, Mauritius, Réunion, German East Africa, British East Africa, Abyssinia and Somaliland.

In places not covered by reports from United States consular officers, recourse has been had to British and French colonial reports, in order to give comprehensive pictures of trade.

### NORTH AFRICA.

#### CANARY ISLANDS.

Consul Berliner, of Teneriffe, says that a good market could be made in the Canary Islands for furniture, shooks, ink, soap, cement, hardware, canned meats, and cereals if a direct line of steamers were established from New York to Las Palmas, Sierra Leone, Liberia, and the Gold Coast. Boats running once or twice a month would carry enough freight and passengers to pay. The people are anxious to have direct communication with the United States, and will give such a line their hearty support. The chief American articles now imported are petroleum, tobacco, flour, maize, hams, lard, and lumber. There is an opening for our coal. Exports from the islands consist of fruits (all to England), potatoes, garlic, onions, almonds, wine, and cochineal. Belgium now sends the cement imported, and Norway the lumber and shooks.

In a British Foreign Office report (annual series No. 2278), the following information is given:

*Total value of imports into Las Palmas during 1898.*

Country of origin.	Value.	
	<i>Pesetas. (a)</i>	
Great Britain .....	5, 578, 182	\$780, 945
Spain .....	1, 683, 745	235, 725
Germany .....	786, 430	110, 100
Morocco .....	775, 620	108, 587
Argentine Republic .....	578, 190	80, 947
France .....	423, 089	59, 232
United States .....	408, 870	57, 242
Norway and Sweden .....	288, 000	40, 820
Italy .....	156, 505	21, 911
Belgium .....	145, 800	20, 412
Other countries .....	135, 860	19, 020
Total .....	10, 960, 291	1, 534, 441

<sup>a</sup> The value of the peseta is taken at 14 cents.

The chief imports were:

Articles.	Value.	
	<i>Pesetas.</i>	
Cereals.....	1,680,975	\$228,337
Cotton goods.....	773,481	106,287
Manures.....	585,460	81,964
Woolen goods.....	226,965	31,774
Machinery.....	176,665	24,783
Soap.....	150,680	21,095
Cement.....	131,820	17,885
Alcoholic liquors.....	866,025	61,244
Iron and other metals.....	57,414	8,038
Paint.....	50,221	7,081
Mercery and haberdashery.....	28,913	4,048

The coal trade is entirely in British hands. The quantity imported in 1898 was about 213,000 tons.

The enormous quantities of bananas, tomatoes, and potatoes shipped to London and Liverpool represent the principal sources of wealth of the islands. The banana export of Las Palmas has increased from 350,000 bunches in 1896 to 511,500 bunches in 1898. Canary sugar to the value of about 1,000,000 pesetas (\$140,000) goes to Spain, where, as a home product, it is admitted free of duty. Cochineal is still exported in small quantities, bringing 11d. to 1s. (22 to 24.3 cents) per pound.

#### MADEIRA.

Vice-Consul Reid, of Funchal, says that with steamship communication the trade of Madeira with the United States would increase immensely. The imports come mostly from England and Germany; the only business done with the United States is in wheat, corn, staves, and petroleum. Imports in 1898 were \$1,550,000, of which the United States sent \$356,000. Exports were \$2,090,000; to the United States, \$11,021.

#### MOROCCO.

Consul-General Gummere, of Tangier, says that Great Britain leads in imports into Morocco, sending Manchester goods, tea, candles, etc. France stands next, furnishing about one-third the amount sent by Great Britain. Sugar, silk, flour, wines, building materials, coffee, tobacco, and matches come from France. All goods from the United States come through firms in England, Germany, or France, and no estimate of their value can be made. Some American flour, cereals, tinned meats, lard, hams, and bacon find their way to Morocco, and about two-thirds of the petroleum imported (valued at \$10,000) comes from the United States. The distribution of trade in 1898 was:

Countries.	Imports.	Exports.
	<i>Per cent.</i>	<i>Per cent.</i>
Great Britain.....	59	33
Spain.....	6	30
France.....	18	10
Germany.....	13	8
Other countries.....	4	24

The total imports were valued at \$1,450,000, and the exports at \$1,958,000.

## ALGERIA.

The value of the imports in 1898 was \$61,873,000, and of the exports, \$56,146,000. France sent \$47,000,000 worth of the imports, and took \$45,000,000 worth of the exports. Imports from the United States were valued at \$1,284,000, and exports at \$167,000.

Vine cultivation is the most important industry. In 1898 (according to Consul Skinner, of Marseilles) the area in vineyards was 309,900 acres and the production of wine 140,000,000 gallons.

## TUNIS.

The *Revue du Commerce Extérieur*, of Paris, has an article on the commerce of Tunis, which is summarized as follows:

Before the French occupation, Tunis was exclusively a farming country; the exports were the production of the soil—cereals, live animals, olive oil, skins, ores, and wines—and the imports were chiefly manufactured articles—machinery, tools, building materials, wood, and colonial commodities.

At that time the highest figures reached by the commerce of the country was 27,000,000 francs (\$5,211,000). In 1897 the total was 90,500,000 francs (\$17,466,500), notwithstanding a series of bad harvests and a commercial crisis. In fifteen years the commerce of Tunis had trebled.

A phenomenon, not less interesting, is the change in the commercial current of the country. In the years which preceded the treaty, France struggled painfully with Italy and England for the Tunisian market. To-day she has scored a decisive victory. Since 1890 the exports from Tunis into France have increased from 5,000,000 francs (\$965,000) to nearly 30,000,000 francs (\$5,790,000); while the imports from France into Tunis rose from 16,000,000 francs (\$3,088,000) to 27,000,000 francs (\$5,211,000). This favorable showing is due to the law of July 19, 1890.

From the moment when France ceased to treat as an economic enemy the country under her protection, there was an increase of commerce. A study of the annual statistics published by the customs of Tunis shows that the greater part of Tunisian products benefitting by a reduced tariff on entering France take the road to the metropolis—i. e., 78 per cent of barley, 89 per cent of oil, 92 per cent of wheat, and 99.47 per cent of wine—while the products which can enter only under the minimum French tariff have remained stationary at about 25 per cent.

Nothing is more certain than that any encouragement granted to the exportation of Tunisian products will increase in the same ratio the importation of French goods. Agriculture in Tunis is easy and remunerative; manual labor—Arabs and skilled negroes—can be readily obtained for 1.50 to 2 francs (29 to 39 cents) per day.

In October, 1898, a colonial school of agriculture was opened in Tunis under the most favorable conditions. The course lasts from October to July and is fixed for two years. Students devote a large part of their time to practical farming; they are trained to care of, harness, and manage animals; to use farming implements—in short, they do the greater part of the work of the farm and garden, in this way acquiring the experience so indispensable to a farmer. Pupils of this school are exempt from the two years of military service, provided they become residents of Tunis before the 1st of January of the year of their entrance into the army, and that they continue to live for ten years in the colonies. Imports in 1898 were \$10,331,500, and exports \$8,529,900.

## TRIPOLI.

The imports in 1897—no more recent figures being available—were valued at \$2,334,355, and the exports at \$1,726,944. The trade was divided as follows:

Countries.	Exports.	Imports.	Countries.	Exports.	Imports.
Great Britain.....	\$622,265	\$555,170	Germany .....	\$17,038	\$81,750
Turkey .....	121,663	283,592	Belgium .....		66,184
France .....	481,784	340,656	Tunis .....	29,899	19,466
Austria .....	29,199	181,034	Other countries .....	197,675	749,441
United States.....	184,927				
Italy.....	86,499	107,068	Total.....	1,726,944	2,334,355



## EGYPT.

Imports of merchandise in 1898, according to the *Almanach de Gotha*, 1900, were valued at \$51,865,900; exports at \$58,875,800. The trade with the principal countries was:

Countries.	Imports.	Exports.
Turkey .....	\$8, 412, 986	\$1, 982, 713
France and Algeria .....	5, 289, 010	5, 580, 647
England .....	19, 139, 296	27, 300, 189
Italy .....	2, 476, 443	1, 784, 423
Austria .....	8, 687, 478	2, 041, 459
Belgium .....	2, 684, 049	158, 233
Germany .....	1, 561, 988	2, 877, 583
Russia .....	2, 328, 153	9, 198, 980
America .....	1, 641, 076	4, 815, 239

In his annual report for 1898, Lord Cromer, British agent and consul-general at Cairo, notes a large increase in the imports of wood for building purposes. Exports from Egypt decreased, as compared with 1897, but this was due to the fall in price of cotton. The cigarette export trade is flourishing. British capital is now coming into the country in large amounts. There are 1,424 miles of railroad open for traffic. It was expected that the road to Khartoum would be open by the end of 1899, when it would be extended to Abu Haraz.

The following extracts, dealing with trade in Egypt, are from a Belgian journal, and were sent by Consul Roosevelt at Brussels:

Belgium and Germany continue to improve their trade with Egypt to a remarkable degree. The value of the imports from Belgium rose from \$580,000, in 1890, to \$2,560,000, in 1897, while the value of imports from Germany advanced during the same period from \$325,000 to \$1,500,000.

The principal Belgian imports are iron and steel manufactures, machinery, and china and porcelain.

The chief German imports are iron and steel manufactures, textiles, haberdashery, china and porcelain, and machinery.

There is an opening for cheap sporting guns. Ninety per cent of the sporting guns imported into Egypt in 1897 were of Belgian manufacture, while only 5 per cent were of British, 3 per cent French, and 2 per cent of Italian, American, and German origin. The Belgian-made guns, whatever their quality may be, have a very neat and well-finished appearance. They vary in price from 11 francs to 45 francs f. o. b. at Antwerp, the latter being the cost of a superior quality of double breechloader. There is a very limited demand for high-priced guns of really good quality; there is a much larger demand for cheap guns. The ordinary Egyptian and Bedouin, and even many of the poorer class of Europeans require a gun for a certain price. They want the best quality obtainable for that price, but they will not give more in order to have a superior article. If they can obtain British-made guns for a sum which is within their means or within the limit which they have fixed for themselves, they will buy them in preference to any other.

The knowledge of this preference for British-made guns has induced some Belgian makers at Liège to send out to Egypt consignments of guns with certain words or names on the barrels calculated to induce the native to believe that he is purchasing an English gun. Some, for instance, are marked "London," others "Damas., London," or "Birmingham, London." Some of these guns, which are sold here at \$7.72, are well finished double-barreled breechloading choke-bore guns.

A large brewery, fitted with the latest machinery, has been established on the outskirts of Alexandria by a Belgian company. Light "Pilsener" beer is now being actively brewed, and it is probable that the company will place their beer on the market in two or three months. This will compete seriously with European beer.

There is an increasing demand for electric-light fittings of all kinds. The electric light is now being largely employed in private houses and public establishments, and its use is likely to be considerably extended.

## WEST COAST.

The West Coast of Africa embraces Cape Verde Islands, the British colonies of Gambia, Sierra Leone, Gold Coast, Lagos, and the Niger Protectorate; the French colonies and dependencies of Senegal, the Ivory Coast, Guinea, Dahomey, Kongo, the Sudan, etc.; the Kongo Free State, under Belgian Government; the Portuguese colony of Angola; the Republic of Liberia, and the German colonies of Togoland, the Kamerouns, and Southwest Africa. The geographical continuity is broken in order to unite under one head the British, French, and German colonies.

## CAPE VERDE ISLANDS.

A British Foreign Office report (annual series, No. 2378) says that the trade between Portugal and the islands in 1898 was as follows: Imports into Portugal, \$180,000; exports from Portugal, \$311,000. The chief exports of Cape Verde are coffee, oleaginous seeds, and hides. The colony imports from Portugal yarns and tissues (in which cotton goods figure for some \$80,000); provisions, valued at \$116,000; machinery, valued at \$6,800; and manufactured articles, consisting of metals, tobacco, shoes, etc., valued at \$58,000.

## BRITISH WEST AFRICA.

As already shown,\* the trade of the several colonies in 1898 was:

Colonies.	Imports.	Exports.
Sierra Leone.....	\$2,950,795	\$1,415,951
Gambia.....	1,197,606	1,206,073
Gold Coast.....	4,673,475	4,832,424
Lagos.....	3,749,638	4,739,700
Niger Protectorate.....	3,113,089	3,650,960

For Lagos, the figures refer to 1897.

*Conditions in Sierra Leone.*—Consul Williams says that of the total imports into Sierra Leone the United States sent \$129,496, Great Britain \$2,492,127, and British colonies \$61,963, the remainder coming from foreign countries. Of the exports, the United States received to the value of \$2,077, Great Britain \$592,914, British colonies \$150,408, etc. Trade in American provisions is active. The demand for flour is increasing, as well as for petroleum. Many of the lamps used are of American make. There is considerable activity in building, which is emphasized by the request for white and pitch pine. The native rebellion has cut off the sources of supply from the interior, and foreign markets must fill the demand for the next few years. Sierra Leone is entering upon a period of prosperity. Over \$1,500,000 has been appropriated by the Government for the railway, nearly \$3,000,000 for similar purposes on the Gold Coast, and \$4,000,000 in Lagos. Appropriations have also been made for wharves. Several new towns are being built along the line of the colonial railway.

\* See p. 26.

*Mining and railways on the Gold Coast.*—According to a British colonial report, the mining industry on the Gold Coast is largely on the increase, and although the year 1898 was employed chiefly in the development of the mines, some work resulting in immediate profit has been done. Several companies have been started with the intention of commencing mining operations, and the promoters are not only experienced men with scientific knowledge, but are also possessed of the necessary capital to undertake the work with success. The report continues:

The gold industry of this colony is likely to prove one of its most solid and valuable assets. Experts who have gained experience in the Transvaal gold fields assert that the banket reefs in this colony are not only similar to, but of higher grade than, those in the Transvaal. In the western province of this colony it is estimated that there are about 20 miles of banket formation, and if this land were treated in the same way as similar land in Johannesburg, it is thought it would contain 13,000,000 tons of banket reef, from which about £40,000,000 (\$194,660,000) worth of gold could be extracted by ten years' operations with 1,350 stamps and the cyanide process, yielding an annual profit of fully £1,250,000 (\$6,083,125). This would necessitate an initial investment of £2,000,000 (\$9,733,000), and the area of land would allow forty companies to work, each returning a profit of £3,000 (\$14,600) per month, provided the necessary capital was put in.

It will be impossible for any of the mines to be worked at the profit above mentioned until the railway in course of construction is completed, and this is felt by most of the companies, who are simply waiting for the completion of the railway to commence operations on a large scale. At present, the cost of transport ranges from £18 to £50 (\$87 to \$243) per ton, and the impossibility of getting suitable stamps and other machinery prevents the proper working of the mines. This serious obstacle would disappear with the opening of the railway.

Notwithstanding the great difficulties which have to be contended with at the present time in consequence of the inadequacy of the machinery, it will be of interest to know that one mine in the Wassaw district had an output in 1897 of 6,880 ounces 14 pennyweights, which realized £27,757 (\$135,078); and in 1898 the same company had an output of 4,433 ounces, realizing £17,588 (\$85,591); another company in the same district had an output in 1898 of 4,368 ounces, realizing £16,480 (\$80,199).

In regard to the railway, the report says:

The work on the first railway in this colony—viz, the line from the coast to the mining district of Tarquah—was commenced during the year under review. The work during the year has been largely of a preliminary character, and, apart from survey, has been principally confined to the neighborhood of Secondee, which is the starting point of the line, and where the works are relatively heavier than at any other point.

It appears that 10 miles of the railway were permanently staked by the first of 1899, and the route was located for a farther distance of 20 miles. The line was cleared ready for earthwork for a distance of 5 miles, and permanent culverts in masonry have been completed for the first mile.

In addition to this line of railway, the Government has had surveys made for roads between Akkra and Insuaim, between Akkra and Appam, between Appam and Insuaim, between Insuaim and Kumasi, between Tarquah and Tumas, and between Akkra and Kpong. The first five will tap the mining districts, and that from Akkra to Kpong will open rich oil and cocoa producing districts and gather up the trade which comes down the Volta from the interior.

*Trade of the United States with the Gold Coast.*—Minister Smith, of Monrovia, gives the value of imports into the Gold Coast colony from the United States from the 30th of June, 1897, to February, 1899, as £69,172 (\$336,626). During the same period the exports declared for

the United States were valued at £27,405 (\$133,336). The exports consisted of palm oil, mahogany, monkeys, parrots, and leopards. Twelve American vessels, with a total tonnage of 5,433 tons, arrived and cleared during the seven months under consideration.

### FRENCH WEST AFRICA.

The Board of Trade Journal, London, gives the following statement of the trade of French possessions in West Africa in 1897:

French colonies.	Imports.	Exports.
Senegal .....	\$5, 679, 206	\$4, 112, 198
French Guinea.....	1, 486, 827	1, 309, 132
Ivory Coast.....	914, 902	919, 769
Dahomey.....	1, 606, 945	1, 124, 162

The trade of French Kongo in 1896 was: Imports, \$934,000; exports, \$924,600. The total commerce of the several colonies in 1898 was: Senegal, \$12,023,000; Guinea, \$3,246,000; Dahomey, \$3,344,000; Kongo, \$2,036,000; Soudan, \$1,302,000. French trade with these colonies in 1898 was divided as follows: Imports into France, \$5,346,000; exports from France, \$6,542,000. The imports show an increase of \$1,400,000 as compared with those of the preceding year.

The article in the Board of Trade Journal adds:

The values of both the imports into and the exports from French Guinea show a notable increase, due in the latter case principally to the growing importance of the rubber trade.

French Kongo may be divided as follows:

1. Libreville, or Gaboon, including the country as far south as Nyanza.
2. Loango from Nyanza to Massahé, the southern boundary between French and Portuguese Kongo, extending inland as far almost as Brassaville.
3. The district of Brassaville, including the country bounded by the north bank of the Kongo, as far as the Lower Ubanghi.
4. The Sangha River district as far as Lake Tchad.
5. The Upper Ubanghi district.

The chief seaports of French Kongo are Libreville on the Gaboon River, Sette Cama, Magumba, and Loango.

In another edition the Board of Trade Journal says:

The establishment of French authority in the Soudan, by assuring tranquility and security for business transactions, has brought about a revival of trade. The requirements of the natives have increased; the ways of communication have again become frequented; villages have been built or rebuilt; licensed ferrymen, at fixed rates, have been provided for the crossing of rivers, and since 1893 patents, licenses, and market rights have been duly regulated. The principal articles of import in 1896 were:

Tissues .....	\$609, 494
Food products .....	98, 237
Miscellaneous .....	59, 251

The country produces cottons of medium quality, coarsely woven, which are sold in widths of 8 inches at from 4 to 10 cents a yard, according to color and quality. This native cloth to the value of \$22,388 found a ready market in Timbuctoo. The southern districts of the Soudan consume \$4,632 worth of rock salt, of which three-fourths are of English origin. Besides salt there is another African product, the kola nut, of which great quantities are imported into the Soudan. The value of this import in 1896 was \$260,550. The kola nut is much appreciated for its medicinal property as a tonic; it is also in great request in certain native ceremonies, such as

betrotals, marriages, etc. The nuts are valued according to size and color, the pink nuts being more highly esteemed than the yellowish-white ones.

The government of the Soudan, in order to encourage the cultivation of rubber, receives it in payment of taxes. Medina is the great center of the gum trade. In 1896, 2,667,566 pounds were exported. In the Timbuctoo market it is worth from 3 to 4 cents the kilogram (2.2046 pounds). Live stock raising may be considered one of the resources of the Soudan, as well as the ostrich-feather industry.

In regard to the trade of Senegal, the Recueil Consulaire, of Brussels (Vol. XCIX), gives the following details:

Of the total imports, Rufisque and its dependencies received 12,000,000 francs (\$2,316,000); St. Louis, 10,000,000 francs (\$1,930,000); Dakar and Gorée, 3,000,000 francs (\$579,000). The chief imports are wine, spirits, biscuit, flour, textiles, and hardware. During the same year, the exports reached a total of 15,000 tons, valued at 12,000,000 francs (\$2,316,000).

The principal articles of export are arachides (groundnuts) and rubber. The harvest of groundnuts in 1897 amounted to 73,866 tons. The price varied during the year from 17.50 francs to 19 francs (\$3.38 to \$3.67) per 100 kilograms (220.46 pounds).

In 1897, a new variety of india rubber was exported from Rufisque—the product of a tree of the fig family. The juice of this tree coagulates naturally on contact with the air. This rubber is less elastic than that produced by the rubber tree proper, but it has the same general properties. The exports of this rubber amounted to 32,000 kilograms (70,547 pounds), valued at 100,000 francs (\$19,300).

Bentamaré is the product of a native tree which grows in great quantities in several parts of Senegal. So far, the grains have been used only to mix with coffee and chocolate. In 1897, 50,000 kilograms (110,230 pounds) were sent to Marseilles and Hamburg. It can never be used to any great extent, as the grain has been found to contain principles injurious to health.

In December, 1897, the general assembly of the colony voted 20,000 francs (\$3,860) for the creation of an agricultural mission. The following credits were voted for Rufisque: Seventy-five thousand francs (\$14,475) for the construction of a second wharf; 60,000 francs (\$11,580) for canalization; 25,000 francs (\$4,825) for a powder magazine; also 50,000 francs (\$9,650) for the water main at St. Louis.

The work of improving the port of Dakar is under discussion. Besides 60,000 francs (\$11,580) voted for waterworks, and 5,000 francs (\$965) for the purchase of a crane for the port, plans are being made for the construction of wharves, a repair dock, etc. There is talk of a railway from Thiès to Fatick; two companies are considering the establishment of coal depots, and Dakar seems destined to become one of the most important ports of the western coast of Africa.

### GERMAN WEST AFRICA.

The following table shows the trade of the German possessions in West Africa in 1897:

Colonies.	Imports.	Exports.
Togoland .....	\$481,784	\$189,794
Kameroons .....	1,434,957	901,748
Southwest Africa .....	1,187,426	303,363
Total.....	3,104,167	1,394,905

The trade of Germany with these colonies in 1898 was: Imports into Germany from Togoland and the Kameroons, \$883,900; from Southwest Africa, \$43,800; exports from Germany to Togoland and the Kameroons, \$1,321,600; to Southwest Africa, \$718,600.

## LIBERIA.

The following shows the trade of the several countries competing for Liberian trade in 1898:

Countries.	Imports from Liberia.	Exports to Liberia.
Germany.....	\$249,100	\$189,200
Belgium.....	Nil.	19,400
Great Britain.....	232,900	226,300
United States.....	6,500	16,800

The value of the imports in the fiscal year 1896-97 is stated at \$505,235; of the exports, \$689,031.

## KONGO FREE STATE.

The value of the trade in 1898 was: Imports, \$4,860,000; exports, \$4,901,000. The commerce was divided substantially as follows:

Countries.	Imports.	Exports.
Belgium.....	\$3,021,994	\$3,896,091
Great Britain.....	724,908	61,374
Germany.....	327,135	22,774
France.....	161,155	
United States.....	821	

Consul-General Lincoln, of Antwerp, notes that the trade of Belgium with the Kongo Free State has increased 75 per cent since 1888. The railway is looked upon as one of the most profitable Kongo investments, and the stock is in demand. The establishment of three new railway lines is under consideration—in the valley of the Uelle to the Redjaf (Nile); from the Lolali to the Lualaba toward the Manyema, and from the Urua in the direction of Lake Tanganyika, these last-named points to be shortly connected by telegraph via Stanley Falls.

The receipts and expenditures of the Kongo Free State for 1899 were estimated as follows: Receipts, \$3,854,534; expenditures, \$3,796,882. The custom-house receipts are estimated at \$714,000, and those of the domain produced by the sale of land, etc., at \$1,984,000.

## ANGOLA.

A British Foreign Office report on the trade of Angola in the years 1897 and 1898 (annual series No. 2363) says that the chief countries contributing to the imports of Angola are, in their order of importance, Portugal, Great Britain, Germany, the United States, France, and Belgium. The United States sends principally flour and petroleum, with a shipment of coal, in 1898, valued at \$5,400. Portugal sends food products, wines, clothing, tobacco, etc.; Great Britain, cotton goods (to the value of \$447,000 in 1898), powder, provisions, coal, iron-ware, etc.; Germany sends guns, powder, sugar, provisions, machinery for agriculture, ironware, etc.; France, guns, butter and its imitations,

wines, and spirits; and Belgian imports consist almost solely of guns for the use of the natives. Machinery and ironware, continues the report, have already been imported in some measure from America, and it is only a question of time when the United States will enter the field with the United Kingdom and Germany in other classes of imports. There is already a representative in Angola of an American engine manufactory, who, in addition to the wares he is actually commissioned to sell, seeks an outlet for other goods of American make.

The imports in 1898 were \$3,059,378; the exports, \$4,337,301. The London Board of Trade Journal gives the following additional details as to trade:

The Portuguese manufacturers are gradually gaining the trade for gray domestics, while Germany runs the British market very close in the supply of gunpowder. The three principal exports are coffee, rubber, and wax. The larger part of the coffee exported is brought in by the natives. There are two qualities, known as Cozenzo and Enconge, both native grown. Rubber is not cultivated by the natives, but is brought a long distance from the interior. Beeswax is also brought in by the natives.

There are large quantities of fiber-giving plants, such as aloe, pita, etc. With proper machinery for working these, a profitable industry might be opened up.

## SOUTH AFRICA.

### BRITISH SOUTH AFRICA.

Consul-General Stowe, of Cape Town, says the imports into South Africa in 1898 were divided as follows: Cape Colony, \$80,887,819; Natal, \$25,905,430; Delagoa Bay, \$8,668,462; Beira, \$859,453. The exports from Cape Colony to the interior were: Orange Free State, \$5,004,546; Bechuanaland, \$168,235; Basutoland, \$101,603; Transvaal, \$15,232,510; Rhodesia, \$2,650,846.

Of the total imports of Cape Colony, Great Britain and colonies sent over \$60,000,000. Imports from Germany amounted to \$4,762,000. This trade has fallen off of late years, due, it is supposed, to the diversion of business to Delagoa Bay. Imports from France (\$299,980) are also decreasing. Australia sent goods to the value of \$1,452,270. Of the total exports, amounting to \$117,343,399, over \$116,000,000 went to Great Britain, and about half a million worth to British colonies.

Imports into Natal for the first nine months of 1899 amounted to \$19,534,914, of which the United Kingdom sent some \$13,000,000; the United States, \$2,500,000 (against \$1,300,000 in the same period of 1898); European countries, \$1,600,000; Australia, \$959,000; India, \$800,000, etc.

Mr. Stowe writes:

Foreign countries are seeking connections for South African trade, as evidenced by the recent establishment in this city of an Austro-Hungarian consulate-general; Turkey and Argentina have also opened similar offices, and steps are being taken to create a line of steamships to ply between Buenos Ayres and South African ports, carrying frozen beef and mutton and the small mules raised in Argentina. The sailing time from Buenos Ayres is thirteen days, as against twenty-two from Australia, from which place nearly all the frozen meat has heretofore been shipped. The largest importer of frozen meat in Cape Town has offered to purchase to the value of \$2,433,000 yearly from the Argentine Republic, under certain conditions.

In spite of all drawbacks, South Africa has had a rapid expansion of trade with the United States. There is a noticeable demand for corn in meal. Imports of bicycles and vehicles have increased.

The following extracts are from a report by Mr. Stowe, printed in Consular Reports No. 233, February, 1900:

The increase in goods shipped from the United States to British and Portuguese South Africa for the year ended June 30, 1899, was \$1,748,916.80. The British and South African Export Gazette gives the following (the currency being expressed in United States equivalents):

"Bars or rails for railways show the greatest increase, the imports amounting to \$785,932.60, against only \$63,996.67 in the previous year. Agricultural implements showed an augmentation of \$116,933.57; builders' hardware, \$30,232.96; cycles and parts, \$3,472.31, and sewing machines \$1,451.26. In food stuffs, canned beef was imported to the value of \$478,643.08, an excess over the previous year of \$78,178.11; lard, \$239,146.22, against \$145,422.41 of the year before. There was also improvement in the trade in bacon, hams, pork, fruit, nuts, sugar, and molasses. Mineral oil was shipped to the value of \$1,303,397.06, compared with \$1,118,673.09 for 1898; paraffin, \$28,692, an increase of \$6,082.63, and vegetable oil, \$271,249.26, against \$229,601.02 for 1898. There were also heavier shipments of resin, tar, etc., and spirits of turpentine. Timber and unwrought wood were imported in increased amount by \$325,103.89; unmanufactured tobacco, by \$69,675.09; manufactured tobacco, by \$100,628.84. The importation of leather and its manufactures increased from \$152,290.29 to \$159,292.83, and there was also an increase in books, maps, and engravings, clocks, watches, and seeds. Among the decreases, that of \$3,002,140.72 in corn (including wheat) was especially noticeable; other food stuffs figuring for diminished exports being salted and pickled beef, butter, and flour. There was a decline of \$16,937.86 in scientific instruments (including telegraph and telephone instruments and materials), and \$4,719.03 in typewriting machines. Carriages, cars, etc., showed a decrease of \$42,831.65, and furniture \$12,350.52. There was also a falling off in cotton manufactures of \$19,027.09, and a decreased importation of horses."

The imports into Cape Colony for the nine months ended September 30, 1899, exclusive of specie, were:

Description.	1898.	1899.
Merchandise.....	\$56,595,558.88	\$67,632,290.29
Exports:		
Colonial products.....	15,841,792.11	15,798,140.52
Diamonds.....	17,080,782.89	18,525,067.89
Gold (unrefined).....	55,057,926.39	67,170,085.24
Rebate trade:		
South African Republic.....	11,514,757.05	12,264,655.50
Other territory.....	1,999,221.47	1,979,166.02
Total.....	18,513,978.52	14,243,822.12

In Advance Sheets of Consular Reports, No. 611, December 23, 1899, Consul-General Stowe says:

The exodus of Uitlanders from the South African Republic and Orange Free State has, I believe, been unprecedented in history. Many of the people—the mining population, the bone and sinew of the country—have scattered over the world. Numbers of them, too poor to get out of the country, are subjects of charity in the cities of Cape Colony and Natal and have to be fed. Some have funds for a few days or weeks, but will in time have to be supported by the public, and this in a country that can not or does not produce the food stuffs for its own people. The English army is fed with supplies from other countries, and, while much of these may have originally come from the United States, they reach here via England. The customs duties and railroad and telegraph revenues have fallen off. As the railroads and telegraphs are owned by the Government, a very large source of Government support is lost, to say nothing of the employees thrown out of work.

Johannesburg, in the Transvaal, and Bloemfontein, in the Free State, are, to all intents and purposes, deserted cities. Johannesburg, the largest commercial center in South Africa, has, so far as trade is concerned, ceased to exist. This once busy, bustling city, producing monthly over 15 tons of gold and yearly \$60,000,000 worth, is silent. Up to this time goods have reached the Transvaal via Delagoa Bay, but it is not supposed that they will long be permitted to enter. The two republics must then live on their own resources. Their crops are ready for the sickle, but can not be cut, as the men are off to the war. Prices are so high that the trade papers refrain from publishing the usual column of "market prices." Large quantities of gold en route



to seaports in this colony for shipment to England have been taken by the Boers. Representatives here of export commission houses of the United States are constantly booking and cabling large orders, particularly of food stuffs, but word comes from the canners of meat and fish, makers of flour, corn meal, etc., that they have about all they can do to supply the home demand and are many weeks or months behind orders.

From United States papers that reach me, I gather that our manufacturers intend to withhold shipments to this country. The fear is expressed that the war would disrupt business for a time. War does disrupt business, but does not always curtail export trade or interrupt its progress. I agree that "goods which are sent to South Africa from the United States are handled in many cases by English jobbers, who would, of necessity, be compelled to break off business relations with the *natives* [the italics are mine] in case of hostilities;" and that presents the question, Why should English jobbers take the agency for the whole of South Africa in any article? I regret to learn, and correctly too, that several bills of goods sold by resident agents to merchants here have been held back, both on account of the war and the uncertainty of payment. I think this is poor policy. The credit of the leading merchants in the seaports of this colony can not be materially affected by the war, and in several cases of which I am cognizant the goods which were sold and held back in the United States were sure of payment.

I make the statement in all candor that the war, even with all its horrors, will not cause imports from the United States to fall off. The thousands of mules, the millions of pounds of flour, wheat, corn, corn meal, sump, and canned meats and fish brought into this country from England for war purposes, which previously had been shipped from the United States to England, added to the direct shipments from the United States to this country, present a total that is extraordinary.

What the shipments of United States products from England amount to we shall never know, as they enter duty free and no record is kept of them at the custom-houses.

It must, however, be kept in mind that in some lines of goods from the United States, which have in previous years found a valuable and ready market, the decrease in imports will be decided.

The total trade from the United States is maintained by the increase in food stuffs.

### SOUTH AFRICAN REPUBLIC.

The imports into the Transvaal (South African Republic), says Consul-General Stowe, of Cape Town, came through the following countries: Cape Colony, \$20,154,675; Natal, \$14,823,359; Delagoa Bay, \$11,275,680; Orange Free State, \$4,477,080.

No statistics of exports are available, except those furnished by the railways, which state that in 1896 the freight transported amounted to 24,052,139 pounds.

The Board of Trade Journal, London, September, 1899, has the following figures concerning the trade of the Transvaal for 1898. It appears that there has been a considerable reduction in the actual amount returned during the year under review.

The total value of imports was as follows:

Year.	Value.	
1898 .....	£10,632,895	\$51,744,984
1897 .....	13,563,827	66,008,364
1896 .....	14,088,180	68,559,885

The figures for the customs show the following collections:

Year.	Amount.	
1898 .....	£1,058,224	\$5,149,847
1897 .....	1,239,069	6,278,108
1896 .....	1,355,486	6,596,478

Thus, while the decrease in customs between 1897 and 1898 was £230,815 (\$1,123,261), the decrease in the value of imports was £2,930,932 (\$14,258,381).

As regards the importation from Europe and America, the figures are as follows:

Year.	Europe.		America.	
1898 .....	£6,332,174	\$30,815,525	£391,939	\$1,907,371
1897 .....	8,627,136	41,988,967	422,688	2,057,011

These figures show a decrease of £2,294,962 (\$11,168,433) and £30,749 (\$149,640), respectively. The figures for other places show a similar decrease.

Generally, adds the article, the report seems to show that although the reduction of duties may account for some diminution in the customs collection, the decrease in the value of the imports must to a great extent be ascribed to the general depression in trade during the past twelve months, and to the want of confidence on the part of business houses and commercial and mining companies.

As to the classification of imports, the following statement (sent by Consul Macrum, of Pretoria, in 1899) of stores consumed by the seventy-four companies for mining gold in the South African Republic in 1898, will be of interest:—

Articles.	Quantity.	Value.	
Bran, chaff, etc .....		£7,506	\$36,523
Forage .....	bundles.. 898,029	15,843	77,100
Indian corn .....	muids.. 71,699	64,690	\$14,765
Indian-corn meal .....	do.. 227,556	204,742	996,377
Meats .....	pounds.. 4,462,096	88,786	407,740
Coal:			
Smithy .....	tons.. 22,375	29,381	142,963
Steam .....	do.. 874,382	668,418	3,232,656
Explosives:			
Dynamite .....	cases.. 15,905	68,954	335,565
Blasting gelatin .....	do.. 166,194	821,885	3,999,703
Gellignite, roburite, etc .....	do.. 15,968	65,098	316,799
Fuse, detonators, etc .....		56,085	272,988
Candles .....	boxes.. 182,716	92,551	450,839
Paraffin oil .....	cases.. 17,416	11,665	56,708
Electric-light material .....		60,870	296,224
Lubricants .....		80,222	390,400
Lumber:			
Deals .....		143,922	700,397
Mining timber .....		98,210	483,506
Cyanide .....	pounds.. 3,672,684	198,378	967,840
Other chemicals .....		36,319	177,746
Quicksilver .....	bottles.. 1,178	9,944	48,392
Galvanized iron .....		28,147	138,977
Tools (picks, shovels, etc) .....		36,635	173,284
Machinery (cost price delivered) .....		768,036	3,683,934
Shoes and dles .....		64,908	315,375
Drill steel:			
Steam .....	pounds.. 2,116,207	44,872	218,370
Hand .....	do.. 2,413,720	42,714	207,968
Bar and sheet iron .....		41,076	199,896
Bar and sheet iron .....		41,624	202,563
Screening .....		17,957	87,888
Wire ropes .....		27,954	136,088
Rails .....	tons.. 4,162	53,543	260,568
Piping and fittings .....		169,826	828,458
Trucks .....		44,199	215,094
Sundries (screws, nails, etc., not included elsewhere) .....		460,108	2,289,090
Cement .....	caaks.. 22,698	42,955	209,089
Zinc .....	pounds.. 1,723,673	31,588	153,490
White lime .....		17,463	84,997
Total .....		4,737,508	23,055,083

In another report, Mr. Macrum said:

The total quantity of diamonds found in 1898 in the Transvaal was 22,843 carats, valued at £43,730 (\$212,812.04).

At the alluvial digging, 12,233 carats, valued at £35,228 (\$171,437.06), were found; while from the pipes, 10,560 carats, valued at £8,502 (\$41,374.98), were obtained. The difference between alluvial and pipe diamonds consists in the fact that river stones are of a far better quality, and are generally larger. The output of diamonds in the Pretoria district during 1898 amounted to 11,025 carats, valued at £8,867 (43,151.25). In December, 1897, the output was 166 carats, valued at £146 (\$710.51), and for the same month in 1898 the output was 3,100 carats, with a value of £2,389 (\$11,626.07). The largest stone found in 1898 was 38½ carats. Although the diamond industry is not developing with abnormal rapidity, there is every cause for satisfaction, the first stone having been discovered at Reitfontein only in August, 1897. The average value of stones found in this district is 16s. (\$3.89) per carat, the average value of Kimberley diamonds 26s. (\$6.33) per carat, and those found at Jagersfontein, in the Orange Free State, 34s. (\$8.27) per carat. The diamonds in the Pretoria district are found in pipes, as on Schuller's mine and on Montrose. A similar formation has been found on Rooodeplaats, on the Pienaars River, and another is also reported at Kameelfontein and Buffelsduff.

On the De Kroon farm, about 26 miles west of Pretoria, diamonds have been found; but, according to the State geologist, not in a blue-ground formation. At Byrnestpoort an alluvial deposit is being worked; also one on the adjoining portion of the Elandsfontein farm. The area of diamondiferous ground is very extensive, though its thickness is not considerable.

The Deutsches Handels-Archiv, Berlin, October, 1899, has the following list of industries in the Transvaal:

Description.	Number.	Boilers.
Cement manufactory .....	1	2
Distilleries .....	4	18
Breweries .....	7	13
Manufactories of explosives .....	8	19
Mills .....	69	71
Brick manufactories and kilns .....	12	14
Printing offices .....	9	11
Machine manufactories, forges, etc. ....	11	16
Mineral water and ice manufactories. ....	19	26
Bakeries .....	4	4
Manufactories of tobacco .....	9	9
Cyanide manufactory .....	1	1
Bottle manufactory .....	1	3
Lime mills and kilns .....	4	5
Tannery .....	1	1
Steam laundries .....	7	11
Sawmills .....	22	52

The establishment of a wool spinning and weaving mill and of a candle manufactory is projected.

In a report describing a trip through the Transvaal, Orange Free State, etc., Consul-General Stowe wrote as follows in regard to American interests:

Johannesburg has been built up by the gold-mining industry, developed by foreign capital, and American ability has had a hand in the development, for Americans occupy the very necessary and responsible positions of managers, consulting engineers, and superintendents; and I was glad to learn that their ability was recognized by other countries. Mr. J. C. Manion, the United States consular agent at Johannesburg, is one of the prominent citizens. He has been the means of introducing mining machinery and supplies of all kinds of American manufacture to the value of millions of dollars. I took pleasure in viewing the powerful engines, compressors, head gears, miles of piping, crushers, etc., that he had introduced. For 20 miles on each side of the city extend the head gears and smokestacks of mines—over 100 of them—which have made the city and State what it is.

The mining exchange, where the daily sale of shares occurs, is as lively and as unintelligible as our own stock exchanges. Over 15 tons of gold per month is the product of the mines, and the ground is only beginning to be worked. New discoveries

are reported daily. The main reef crops out at the surface and the veins dip to great depths; some of the new shafts are going down to 3,200-foot levels. Complaints are made of the prices of dynamite, which costs 70 shillings (\$17.03) per case, and could be bought out of the State for 40 shillings (\$9.73); the Government granted the concession to a company which makes thousands of pounds sterling per annum out of it. A concession for the manufacture of candles has just been granted, so that the miners who use candles for underground work will be obliged to buy of the manufacturer, as the duty will be prohibitive. The railways, I was told, charge for freight from the border to Johannesburg, a distance of 47 miles, as much as it costs to haul from the seaports, 1,000 miles away. I was informed that candles made in Belgium were mostly used, as they can be bought much cheaper, but the candle concession will stop all outside purchases. While the United States can not now compete for the candle trade, I am pleased to state that the factory will be equipped with American machinery throughout. American steel and iron makers should have a share of the trade in the tool and drill steel used so largely in the mines. England and Germany now furnish all of it, and their brands are well known.

### ORANGE FREE STATE.

Imports in 1898, as already stated, were \$5,800,000, and exports, \$9,360,000.

Diamonds represent over \$2,000,000 in the exports, and reexports to the Transvaal about \$4,200,000.

In the report already referred to, Mr. Stowe said:

Leaving Kimberley, a ride of 167 miles brings one to the borders of the Orange Free State. The land appears more fertile. The villages of the Kaffirs and Hottentots are seen, the former looking like tops of balloons, the latter square and built of stones. Passing through the Orange Free State to the borders of the South African Republic, a distance of 334 miles, one sees nothing but the same monotonous landscape, but more and better farming is noticed and the crops are more diversified. A large number of American agricultural implements is sold here through Cape Town houses. In fact, a great proportion of all merchandise sold throughout South Africa comes by the large mercantile houses in Cape Town, Port Elizabeth, East London, and Durban, who have travelers all over South Africa. The Orange Free State is prosperous, though much land is idle.

### MOZAMBIQUE.

Consul Hollis, of Lourenço Marquez, writes:

Within the past few years, a considerable import trade from the Pacific coast of the United States to this place has been developed through the energy of a few Canadians, who have established a large timber and flouring business here and in the Transvaal under the name of the Lingham Timber and Trading Company. It imports Oregon pine timber and finished lumber, and wheat. The only wheat that can be converted into flour that will keep for any length of time in this climate is the hard winter variety.

There are no steamship lines to our Pacific coast from here; all the goods imported by the above-named company come in chartered sailing vessels, which make the voyage around Cape Horn in from one hundred to one hundred and twenty days.

There is a great market all over South Africa for corrugated galvanized iron for roofing and building purposes. At present, supplies come from England. Our sheet-iron mills ought to be able to turn out an article that can compete with the English product.

There is a good demand for many varieties of United States food products. Corn is the principal food of the Kaffir, and during good years large crops are raised in this province. The thousands of natives employed in the Transvaal mines are fed almost entirely with this cereal.

The demand for canned fruits and vegetables is increasing, and several local importers who have never previously handled American canned goods have imported sample lots during the last few months. These met with such a ready sale that further and larger orders are being sent to the United States. The market for dried fruits, also, is growing, as well as for "Boston beans." A leading importer

asked me only a few days ago how he could best place an order for a trial lot. There has always been a good demand here for dried codfish, which has been supplied by Portugal, but the taste of the public has been improving and a better article is requested. I would advise American exporters of dried fish to look into this matter.

Mr. Hollis urges better packing of American tinned goods, as well as of other articles, not only on account of the rough handling they receive, but because of the disposition of the stevedores to extract the contents of the packages, if possible. He says:

Some months ago a gang of Kaffir freight handlers came upon a case containing, I believe, some preparation of aconite or of strychnine. They supposed it was a new kind of "white man's fire water," and all of them swallowed some of it. A few survived, but most of them were buried the next day.

Imports from the several countries into Lourenço Marquez are stated as follows:

Portugal .....	\$825, 524	England .....	\$192, 874
United States.....	814, 326	France.....	109, 996
British colonies .....	592, 880	Holland .....	60, 222
Mozambique .....	397, 784	Belgium .....	21, 882
Norway.....	379, 673	Other.....	34, 028
Germany .....	225, 190		

Imports from Portugal in transit to the Transvaal amounted to \$151,091; from the United States, \$1,070,458; from other countries (not stated separately), \$7,381,048.

#### RHODESIA.

Under this title is known the whole of the region lying between the South African Republic, the Kongo Free State, and Portuguese and German possessions. The river Zambesi divides it into southern and northern Rhodesia. The southern portion includes Matabeleland and Mashonaland, and has an area of 174,728 square miles. The British South Africa Company has extended the Cape Government railway system from Kimberley to Vryburg, a distance of 126 miles, and this section has been taken over by the Cape Government.

The line has been continued north by the Bechuanaland Railway Company, and is open to traffic to Buluwayo. It is proposed to extend it to the Zambesi, and eventually to Tanganyika. The Beira Railway Company, formed to construct the line between Beira and Mashonaland, completed it to New Umtali in 1898. Thence it will be carried to Salisbury, the capital. There are some 2,635 miles of telegraph line. The telegraph line is now completed to Lake Nyassa, and will ultimately connect with the system from Cairo to Khartoum. Gold fields have been discovered in Rhodesia, with an area of 5,250 square miles.

Northern Rhodesia, known as British Central Africa, has an area of about 251,000 square miles, with a population of 650,000. There are about 300 Europeans.

Imports into Rhodesia through Cape Colony, in the year 1897-98, were \$569,000.

#### BRITISH CENTRAL AFRICA PROTECTORATE.

This country lies along the southern and western shores of Lake Nyassa, and extends toward the Zambesi. It has an area of 42,217

square miles and a population of some 844,000 natives, 300 Europeans (260 British) and 263 Indians. Imports in 1897 were valued at nearly \$400,000, and exports at \$115,000. The chief imports were cotton goods, machinery, provisions, hardware, and agricultural implements; exports consisted mainly of ivory and coffee.

## EAST COAST.

### MADAGASCAR.

Consul Gibbs, of Tamatave, notes that although American grey cotton goods have always held the mastery, their mark being a household word among the Malagassy, the discriminating duties have nearly forced them out of the market. The authorities have methods of encouraging the natives to purchase only French goods, thereby enabling French manufacturers to nearly capture the market. It is apparently an article of faith among the French in the island, he adds, to boycott foreign goods. In consequence of this, imports from the United States have fallen off from \$556,452, in the fiscal year 1897-98, to \$13,565 in 1898-99, while French cottons have increased from \$138,080 in 1897 to \$1,102,400 in 1898. Of the total imports in 1898 (\$4,150,000), some \$3,500,000 came from France and colonies; England and colonies sent \$365,000; Germany, \$84,180; Norway and Sweden, \$74,277, etc.

### GERMAN EAST AFRICA.

A British foreign office report (No. 474, Miscellaneous Series) gives the trade of German East Africa in 1897 as follows: Imports, \$2,330,328; exports, \$1,272,750. Nearly half of the goods imported came from India and Great Britain, about two-sevenths from Germany, and the rest from France, Belgium, Holland, America, Arabia, and Zanzibar. The principal articles of import were cottons, rice, and provisions. The exports consisted chiefly of ivory, india rubber, corn, sesame, and copra. Most of the exports went to Zanzibar, Germany following in order of importance.

The London Board of Trade Journal states that the following railway lines have been decided on in German East Africa, viz: A line already in course of construction from the port of Tanga, on the Indian Ocean, to Nassa, on the shores of Spike Gulf, situated in the south of Lake Victoria Nyanza, passing through Usumbura and the district which lies between the southern slope of Mount Kilimanjaro and the north of lakes Mandjara and Ejassi; and a line starting from the port of Dar el Salaam across Ugami to the southern point of Lake Tanganyika.

### BRITISH EAST AFRICA.

This consists of an area extending from the Italian sphere of influence, Abyssinia and Egypt on the north to the mouth of the river Umba on the south, westward across Lake Victoria to the Kongo Free State. It includes Uganda and the islands of Zanzibar and Pemba, still governed through their Arab Sultan. Imports in the fiscal year 1897-98 were valued at \$1,428,700, and exports at \$347,900.

## ZANZIBAR.

According to a British Foreign Office report, imports into Zanzibar in 1897 were valued at \$6,808,613—\$601,538 in excess of those of 1896, and the highest ever reached in the country. Exports were valued at \$5,789,519, against \$5,629,329 in 1896. Trade with the principal countries was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
India.....	\$1,951,440	\$475,944	America ..	\$266,198	\$44,500
Great Britain.....	475,944	182,400	Netherlands ..	296,316	76,300
Germany .....	446,268	34,500	France.....	123,122	.....

Great Britain has the largest share of the import trade, but if the item of coal were omitted, it would be found that the manufactured articles from Germany were slightly in excess of those from the United Kingdom. The value of the piece goods brought into Zanzibar in 1897 was three times as great as that of any other article, and constitutes one-fourth of the entire import trade. The countries which ship this class of goods are British India, Holland, Great Britain, America, and Germany, in the order named. The British consul says that the most important class of piece goods is a species of unbleached cloth, which is in universal request throughout the interior, and forms in some parts of the country the only currency. It is known as graycloth, and is made in two qualities, the better kind being known as "Americani," from the fact that America was the first country to introduce it. It is an excellent quality of cloth and is very popular. The cheaper goods are sent from India.

Acting United States Consul Sarle notes that the Mombasa-Uganda Railway is now open for 300 miles. The construction of the railway has created a good trade in certain lines, such as rice for the coolies employed, building materials, timber, and corrugated iron. It is estimated that two years' time is still required for the road to reach Lake Victoria Nyanza. The chief imports from the United States in the last year were cotton cloth, \$375,000; kerosene, \$45,000. Exports to the United States were valued at \$371,491; they consisted chiefly of cloves, goatskins, and ivory.

## MAURITIUS.

Consul Campbell, of Port Louis, says that of the total imports into Mauritius in 1898 (\$8,781,062), England and colonies sent over \$4,000,000 and the remainder was divided among foreign countries. Of the exports, some \$8,000,000 of the \$9,878,000 went to England and colonies. Imports from America consist of petroleum, codfish, and herring. There exists a desire among local dealers for closer trade connections with the United States.

## RÉUNION.

The value of the imports in 1897—no more recent statistics being available—was \$4,172,500, of which \$2,900,000 was of French origin. The exports amounted to \$3,591,000, and all but some \$82,000 worth

was sent to France and French colonies. A British foreign office report on the colonies of France (No. 520, miscellaneous series) notes that the general economic situation of Réunion presents many points of similarity to that existing in the French West Indian Islands. Here also sugar is the staple product, and the colony has suffered greatly from the crisis in that industry. More attention, however, has been devoted by the planters to the growing of "secondary crops" than in the West Indies. Vanilla, coffee, tapioca, potatoes, tobacco, and essential oils are among the exports. Textiles figure for \$554,000 among the imports; machinery, tools, etc., for \$250,000; spirits, wines, for \$457,000; cereals for \$1,216,000, etc.

### SOMALI COAST.

*British.*—The trade of the Somali Coast Protectorate, according to a British foreign office report (No. 2384, annual series), is represented by the imports and exports at the coast towns of Zaila, Berbera, and Bulhar. The value of the imports on which duty was paid at these three towns, in 1898–99, was \$1,812,000; of the exports, \$1,829,000. The principal feature of the Zaila trade is the export of produce from Harar and adjoining Abyssinian districts, and the supply of these countries with the commodities they require, for which the demand is increasing with the development of Abyssinian resources. This trade is now threatened by the Djibouti-Harar railway, which is in course of construction. American grey shirting forms the ordinary wearing apparel of the Somali inland, and it easily holds the field. "The Americans," says the British Consul-General, "have managed to hit off exactly the requirements of the people" in this line. These goods are preferred by the natives to any other.

Hides and skins are among the chief exports from the country.

*Italian.*—The Bollettino degli Affari Esteri, Rome, gives the imports in 1898 as \$277,400 and the exports at \$339,900. There is an increase of \$77,900 in the imports and \$131,400 in the exports, as compared with the preceding year. American cottons represent the principal article of import. Cereals, animals, skins, butter, ivory, etc., are exported.

*French.*—According to La Politique Coloniale, the commerce of the French protectorate for the third quarter of 1899 was: Imports, \$235,700; exports, \$93,200. The bulk of the trade is with France and Aden. France furnishes flour, wines, beer, silks, and ready-made clothing. England and Aden send cotton stuffs, some of which are manufactured in the United States.

### ABYSSINIA.

An article in the *Moniteur Officiel du Commerce*, Paris, is summarized as follows:

Harar is the great commercial center of Abyssinia, with a population of 40,000, of whom 1,000 are foreigners. A statement of its commerce gives a very good idea of the trade of Abyssinia in general, as all commercial operations within the dominion of Menelik must take place here. Roads penetrating into the interior converge at Harar, and Ethiopian merchants bring to this market the products of the Abyssinian plateaus and of the regions of the south—coffee, ivory, and civet. Purchases and sales are generally effected for cash. The money employed in the country is the *Marie-Thérèse* thaler, worth from 41 to 46 cents, according to exchange. The only



fractional currency is the 2-anna silver piece of British India. The Ethiopians use bars of salt nearly 10 inches long as currency.

The latest statistics give the imports for 1897-98 as follows:

Articles.	Value.	
	Francs.	
Cotton cloths .....	5,872,000	\$1,133,296
Woolen goods and rugs .....	540,000	104,220
Silks .....	249,000	48,057
Food productions .....	439,500	84,824
Arms and military stores .....	3,123,000	602,739
Glassware and beads .....	1,076,000	207,668
Other .....	1,277,000	246,461
Total .....	12,576,500	2,427,265

These imports come chiefly from Germany, England, and Austria via Bombay and Aden. Of the commerce coming by way of Aden, American cotton cloths form a very important factor. The use of these cottons is becoming more and more general, the poorer classes employing them entirely. They are imported in pieces of 30 yards in length, and, according to the rates of exchange, the price varies from 75 to 100 thalers for 20 pieces. During the year April, 1897, to April, 1898, 250,000 pieces were imported, valued at 2,500,000 francs (\$482,500). Woolen goods come principally from Germany. Black cloth is used for burnouses and red cloth for saddle blankets. Rugs are imported from the East; also from England and Austria.

Silks come from France, Germany, and Switzerland; they are used chiefly for church ornaments and for the burnoose of the Arab chiefs. Silk is not used ordinarily for dress, except by the warriors. Arms and munitions find a ready sale. The preferred gun is the Gras. On an average from 100,000 to 150,000 of these guns are sold each year. The favorite revolver is the Smith & Wesson. The Abyssinians are great lovers of fine arms, and manufacture a saber bent like a scimitar.

The total exports for 1897-98 are valued in round numbers at 5,835,000 francs (\$1,126,155), as follows:

Articles.	Value.	
	Francs.	
Coffee .....	2,400,000	\$463,200
Ivory .....	1,000,000	198,000
Civet .....	345,000	66,585
Gold .....	1,400,000	270,200
Wax .....	75,000	14,475
Hides .....	615,000	118,695
Total .....	5,835,000	1,126,155

Two qualities of coffee are sold on the market of Harar—first, the Abyssin, brought by Abyssinian merchants from Kaffa, Leka, and Djimma. The grains are small, like the Mocha, with an earthy appearance, due to lack of care in decortication. The market price is 4 to 6 thalers (\$1.84 to \$2.76) the frazella (37½ pounds); second, the Harari, cultivated in the districts around Harar and in the mountains of the Tchercher. This coffee, with a longer berry, is better cultivated than the other and finds a ready sale in America and England at the price of 6 to 8 thalers (\$2.76 to \$3.68) the frazella (37½ pounds).

Ivory is brought from the south for the most part as tribute to Menelik, who uses it, together with gold, to pay for his purchases of arms. Gold is exported in rings of different dimensions and thicknesses, as well as in small cylindrical ingots.

The exportation of hides has diminished since 1890, on account of the epizooty. The Abyssinians employ many skins for making "selitchas," or sacks, for carrying merchandise.

The resources of this country are immense and the fertility of the soil extraordinary. Great tracts of land lie waste, the natives cultivating only enough for their wants. With its regular rainy season from June to September, its terraced mountain lands, its warm and deep valleys, which invite every kind of cultivation from that of the Tropics to that of the temperate zone, this country is capable of becoming one of the richest in the world. Seven-tenths of the uncultivated land from Harar

to the boundaries of southern Abyssinia are admirably adapted to the cultivation of coffee. Cotton could also be made remunerative; what is grown is of a very fine quality and is woven by the natives for their togas. The conditions of the country are most favorable for cattle breeding. As soon as the railway from Harar to Djibouti is finished, Harar will become the great supply market of mutton, goats, and cattle for Somali and the countries of the Arabian coast. The native horse is especially valued for his endurance. The mule, small and strong, with great powers of resistance to fatigue and privations, renders inestimable services in this mountainous country, where he carries loads of 100 kilograms (220 pounds). Tobacco grows wild, as well as the olive, sycamore, and fig trees. From the dakoussa plant, beer, a favorite drink of the natives, is made. Honey is found in great abundance throughout all Abyssinia; it is used to make the national drink, the "tech," as well as an excellent quality of brandy.

The duties on exports and imports of all kinds of merchandise are 8 per cent, calculated ad valorem. The packing of goods must follow certain conditions, on account of the transportation by mules and camels.

## NORTH AMERICA.

### DOMINION OF CANADA.

Consul-General Bittinger, of Montreal, says that fully two-thirds of Canada's exports go to countries under the British flag, the division for the last fiscal year being: British Empire, \$110,779,358; other countries, \$53,373,325; total, \$164,152,683. Of this amount the United States received \$45,705,336; France, \$1,025,262; Germany, \$1,837,448; West Indies, \$2,749,080, etc. Goods entered for consumption in Canada came from the following countries: United States, \$78,705,590; Great Britain, \$32,500,917; Germany, \$5,584,014; France, \$3,975,351; China and Japan, \$2,317,971, etc. The total imports were \$152,021,058. Agricultural products and animals represent \$77,364,000 of the total export value; products of the mine, \$14,463,000; products of fisheries, \$10,841,000; products of the forest, \$26,511,000; manufactures, \$10,678,000. Mr. Bittinger notes that the Canadian returns show that a large export trade may be done with a country from which little is imported, and vice versa. There was exported to Great Britain more than three times the value of the British goods brought into Canada for consumption. There was entered for consumption from the United States nearly twice the value of goods exported thereto.

Canadian industries are flourishing. Cotton and woolen mills, factories for boots and shoes, for furniture, for clothing, etc., have been erected. English capital is being invested in the country to a larger extent than ever.

Consul-General Turner, of Ottawa, notes the increase in imports of agricultural implements, flour, and coal from the United States during the past year.

Conditions in the Klondike region are described in a recent report from Vice-Consul Morrison, of Dawson City, as follows:

While Dawson has lost in population during the past summer, it has gained in wealth, and is now a thriving, substantial town. The Yukon council has expended in building roads and trails during the year about \$70,000 out of the \$175,000 appropriated for this purpose by the Dominion Government. Considerable improvement work has been done on the streets, and \$15,000 has been expended on drains and ditches, which has had the effect of improving the sanitary condition of the town. Already many physicians have left Dawson for want of practice, and no less than five private sanitariums have closed on account of lack of patronage.

The town is now equipped with 2 steam fire engines, 14 patent fire extinguishers, 1 hook-and-ladder truck, 2 hose carts, and 6,000 feet of hose, and has a paid fire department of 20 men. A working head of steam is kept on the engines at all times.

### MINING.

The 10 per cent royalty on the season's output this last summer amounted to \$700,000; last year the total collected was \$400,000. The output this year is generally estimated at \$15,000,000; last year it was less than \$12,000,000. The introduction of steam thawers, steam hoists, and other time and labor saving machinery on all the

creeks has practically ushered in a new era in the working of the mines and should produce astonishing results. As we are now in telegraphic communication with the rest of the world, capital is fast following on the heels of the prospector, and the outlook for the coming season is most promising.

## CAPE NOME.

The excitement caused by the reports of the phenomenal richness of this new camp has not by any means abated. Many will attempt to make the trip this winter down the river, which seems a foolhardy undertaking, considering the dangers to be encountered and the distance to be covered over the ice and snow.

It is generally admitted, however, that after the river opens the route to Nome by way of Skagway, thence down the lakes and rivers past Dawson and on to St. Michael, is the most practical and safest. The spring floods drive the ice out of the Yukon River and away from the shore line between St. Michael and Cape Nome fully one month before the moving of the pack ice in the Bering Sea, which has to clear away before steamers can venture along the coast to Cape Nome.

## MEXICO.\*

The total imports in 1898-99, according to Consul-General Barlow, of Mexico City, were \$50,869,000, an increase of over \$7,000,000 as compared with the previous year. The exports were \$64,946,000, also showing a gain. Imports from the United States were valued at \$24,000,000; from the United Kingdom, at over \$9,000,000; from Germany, at nearly \$6,000,000; from France, at about the same; from Spain, at nearly \$3,000,000. Exports were distributed to the principal countries as follows: United States, \$48,566,000; Germany, \$1,885,000; France, \$2,932,000; Great Britain, \$6,610,000; Cuba, \$2,465,000.

Consul Kindrick, of Ciudad Juarez, says that the trade between the United States and Mexico has shown a gratifying increase during the past year. The developments in mining call for machinery, etc. There were good sales for cattle and mineral ores. Other consular officers note the growth of imports from the United States. Consul Canada, of Vera Cruz, says that immediately upon the occupation of Cuba by the Americans, Mexican exporters lost no time in shipping thousands of dollars worth of farm products, such as corn, beans, chickens, and cattle. Even now, he adds, scarcely a vessel leaves without hundreds of head of cattle for Cuban ports.

The following extracts are from a British Foreign Office report (No. 517, miscellaneous series):

As shown by figures published in the trade report for 1898, the imports from Great Britain in that year were 17½ per cent of the total imports into Mexico, which is about 1 per cent under the average for the past five years. Those from France were 12 per cent in the same year, against an average of 14 per cent; while Germany, whose commerce is extending considerably, sent 11½ per cent of the total merchandise. This amount was 1½ per cent in excess of the average for the past five years.

Mexico, whose steady progress, both commercial and general, during the past twenty years has more than once been remarked upon, and whose ports have been open to the traffic of all the world, is now a field for new enterprises.

Industries, agriculture, and even commerce are open for investment of capital, and there is no doubt that companies properly managed by able men would yield as good a return as in any other country.

All industries, perhaps with the exception of mining, are still in their infancy, and the same, with certain modifications, may be said of agriculture.

Life and property are as secure as in London.

\* Figures given are in United States currency.

## CENTRAL AMERICA.

## BRITISH HONDURAS.

Imports into British Honduras, says Consul Avery, of Belize, amounted in 1898 to \$1,248,000, one-third of which came from Great Britain. Some \$706,000 worth was imported from the United States, \$18,000 from Germany, \$5,000 from France, etc. The exports were valued at \$1,282,000, Great Britain receiving \$853,000; the United States, \$214,327; Germany, \$24,000; France, \$95,000, etc. The projected railway (see Advance Sheets of Consular Reports No. 663, February 26, 1900) will be an important factor in developing the resources of the colony.

## COSTA RICA.

The imports in the fiscal year ended March 31, 1899, says Minister Merry, of San Jose, were valued at \$4,258,000, and the exports at \$5,659,000. Coffee represented over \$4,000,000 of the exports. The United States supplied 44.80 per cent of the imports; England, 19.61 per cent; Germany, 15.61 per cent. In the first four months of 1899, the ratio of imports from the United States increased to 67.25 per cent, owing mainly to the improved facilities of steam transportation. The most important imports from the United States consist of flour, machinery, oils, wire and wire fencing, iron pipe, and furniture. The importation of American cotton drilling and prints is also increasing rapidly.

Of the coffee, 56 per cent went to England, 20 per cent to the United States, and 16 per cent to Germany.

Mr. Merry adds:

It must be remembered that mountainous regions in Central America are not barren, like the Rocky Mountains and Sierra Nevada in the United States. The rainfall is generally heavy throughout Costa Rica. The mountains are covered to the summits with vegetation, and, except at the summits, with a soil generally rich. There are running streams in every direction, from which, owing to heavy grades, abundant electric power can be developed. It is a beautiful country, and in its elevated region has a healthy climate. The interior is specially adapted to the growth of coffee, which commands a much higher price in European markets than the Brazilian product. The Atlantic littoral is equally well adapted to the growth of bananas of an excellent quality. These two articles are the principal products, the latter increasing rapidly, while the present low price of coffee offers little inducement to an increase of production, although, if the landowner is free of mortgage, there is still a fair margin.

Costa Rica needs a diversification of her products, a point which is now engaging the attention of her government and agriculturists. An excellent quality of cacao, india rubber, and all classes of tropical fruits for export can be added to the production, while the northwestern part of the republic is well adapted to the cattle industry, the republic not producing at this time the cattle it consumes. Angora goats might be profitably raised in the mountains above the elevation suitable for coffee growing. There are also valuable gold and copper mines in the interior of the republic, this development having but recently commenced with English and American capital.

One advantage that Costa Rica has over other Spanish-American republics is the fact that her soil is largely owned by small landowners, who make their homes there and, as small producers, are interested in a peaceable life. These people are the backbone of the country—industrious, good citizens, averse to revolutions and political excitement. Considering the small area of the republic and the still smaller population, relatively, Costa Rica has reason to congratulate herself upon her advancement. It needs only the commencement of the interoceanic canal to place her and her sister republic, Nicaragua (also a country of great natural resources), on the highway of the world's commerce. When that time arrives, both republics will rapidly and securely advance in the path of material welfare and prosperity.

## GUATEMALA.

The imports in 1898, as already shown, were valued at \$3,880,000 and the exports at \$4,871,000. In a report printed in *Commercial Relations*, 1898, Consul-General Beaupre said that the imports came from the following countries: United States, 33 per cent; Great Britain, 21 per cent; Germany, 21 per cent; other countries, 25 per cent. The following extracts are from reports submitted by Mr. Beaupre during 1899:

The cream of the trade of Central American countries has been and continues in the hands of great exporting houses—commission merchants—in Hamburg, London, and other centers, and these houses have thousands of customers in Latin America; and because of their ability to buy in enormous quantities—taking the whole product of certain factories—they can sell cheaper than the individual manufacturer. Merchants here tell me that they have been able to buy California canned salmon cheaper in London than they could in San Francisco; and not only this, but that they could buy a dozen cans if they desired. The same is true in other lines. A merchant told me the other day of buying some galvanized corrugated iron. He wanted a certain kind manufactured in England, and he got it of a Hamburg firm much cheaper than he could get it of the maker, because the Hamburg firm had received a very large order from Brazil and included the Guatemala order with it.

Speaking of the financial depression caused by the fall in price of coffee, depreciation of silver, and political conditions, the consul-general says:

These hard times will not continue; the causes which led to them are being remedied, and the resources of the country are such that prosperity must come again within a reasonable period. The building of the Northern Railroad, which is in part constructed and which will connect this capital with Puerto Barrios, on the Gulf of Honduras, but four days' sail from New Orleans, is now practically assured, and will doubtless be completed by United States capital within the next two years. When this is done, American merchants can well expect that this Republic will be a profitable field for business.

## HONDURAS.

The total imports in 1898 were valued at \$1,166,400, and the exports at \$1,235,900. The countries chiefly participating in the trade were:

Countries.	Imports.	Exports.
United States .....	\$816,600	\$988,900
Great Britain .....	108,900	11,600
Germany .....	182,000	21,500

Consul Johnston, of Utila, reports a decrease in exports on account of storms which destroyed many of the products. Shipments through that port in the first six months of 1899 were valued at \$35,555, and consisted of bananas, cocoanuts, plantains, etc. Imports from the United States are increasing. In the six months from January to June, \$75,000 worth of merchandise was imported, and not more than 10 per cent came from other countries. Pickles, jams, preserves, vinegar, white lead, linseed oil, candies, and some of the hardware is of European origin.

## NICARAGUA.

Consul Donaldson, of Managua, says that the total value of imports in 1898 was \$2,654,200 and of exports, \$1,389,575. The United States furnished about 37 per cent of the imports; England, 31½ per cent; Ger-

many, 14½ per cent; France, 11½. Some 30 per cent of the exports went to the United States, 24 per cent to England, 15 per cent to Germany, and about the same to France. Business is gradually improving, says Mr. Donaldson, though it is still below its normal condition. The United States receives 90 per cent of the rubber, hides, deerskins, gold, and lumber, and all the bananas and sugar shipped, but a very small percentage of the coffee. Our goods are winning their way in a manner that is remarkable, in view of the fact that less than 3 per cent of the merchants of the country are Americans. The largest houses are German, and are particular to import everything they can from their own country. All kinds of tools, agricultural implements, telegraphic and telephonic outfits, flour, wire, and kerosene are of American origin. Over 50 per cent of the wines used in the country come from California. Drugs and patent medicines are largely from our country. Only American bicycles are seen, and the laborers demand, even at a higher price, a machete marked "American."

The following extracts are from a British Foreign Office report:

The increase in trade with the United States is due to larger quantities of provisions and such articles as petroleum, wire, lamps, lanterns, sewing machines, beer, rope, drugs, and hardware generally. American barbed wire is preferred to the English, being more pliable and less likely to break, though the English wire costs a fraction less. Of cheap cotton goods, 75 per cent comes from Great Britain; there is no competition of any consequence. Of heavier goods, such as ducks, drills, sheetings, greys, etc., the United States produces as cheap and as good an article, though not so advantageous on account of the awkward widths and set assortment of pieces and patterns, which American firms say they can not alter. The trade with Germany has remained about the same. All china and glass ware is imported from Germany. The trade in beer is about equally divided between Germany and the United States.

In regard to English and German articles, Germany may be said to have the preference simply through cheapness, or, perhaps, more correctly speaking, through offering inferior quality of a similar appearance, but at a lower price than the English goods. In a country like this, the question of price in buying an article is of supreme importance, and if an enameled saucepan of low quality, lasting, we will say, for six months, can be bought at a fraction lower than a really good one that would last five times as long, in nine cases out of ten the cheaper one sells in preference.

#### SALVADOR.

The following table, showing the commerce of the principal countries with Salvador in 1898, has been compiled from the official returns of the countries named:

Countries.	Imports from Salvador.	Exports to Salvador.
Great Britain .....	\$1,026,474	\$558,693
Belgium .....	Nil.	21,962
United States .....	748,571	698,116

German and French returns do not specify Salvador. The total trade of the country in 1896—the latest year for which figures are available—was \$5,340,400, of which imports represented \$1,650,400 and exports \$3,690,000.

## WEST INDIES.

## BRITISH WEST INDIES.

*Bahamas.*—There has been a satisfactory increase of trade with the United States during the past year, says Consul McLain, of Nassau, imports in 1898 amounting to \$831,000 out of a total of \$1,159,000. Importations of beer increased 50 per cent; butter, 10 per cent; corn meal and hominy, 20 per cent; coal, 200 per cent; flour, 18 per cent; lard, 15 per cent; lumber and shingles, 300 per cent; salted meats, 10 per cent, etc. Exports to the United States were valued at \$547,000. The total exports were \$850,900. The gratifying condition of business is due to the frequency of steam communication, and to the fact that certain enterprising American firms have studied the market. The trade during the fiscal year 1898-99, the consul estimates, was \$2,200,000.

*Barbados.*—Vice-Consul St. Hill reports encouraging trade conditions. The imports in 1898 were \$5,156,771, of which the United States sent \$1,959,827; exports amounted to \$3,745,134, and over \$2,000,000 went to the United States. Comparative tables are submitted, showing that Great Britain has the largest part of the trade in cotton, linen, silk, and woollen manufactures, dyestuffs, hats, and lace and articles thereof. There is an opportunity to extend our commerce in many lines. Excepting a small supply of canned tomatoes and corn American canned goods are not on sale, nor are American hats, clothing, or haberdashery to be found.

*Bermuda.*—According to a report by Consul Green, of Hamilton, exports from Bermuda in 1898 were valued at \$554,308, of which \$510,237 went to the United States, \$19,665 to Great Britain, \$10,404 to Canada, and \$14,000 to the British West Indies. The imports, totaling \$1,710,443, came mainly from the following countries: United States, \$999,131; Great Britain, \$511,143; Canada, \$148,968; British West Indies, \$1,250. Imports from the United States consist largely of provisions, animals, etc. Thirty-four thousand dollars' worth of bicycles were imported during the year, \$30,000 worth of cotton goods, \$38,000 of manufactured leather, and \$19,000 worth of lumber.

*Jamaica.*—The imports of the fiscal year 1898, says Commercial Agent Snyder, of Port Antonio, were \$925,000 less than in the preceding year, and exports also fell off over \$100,000. Of the total imports, \$8,000,000, the United States furnished 35.26 per cent and of the exports—some \$7,000,000—it took 62.34 per cent. Fruits represent 44 per cent of the exports of the country, and nearly all of these go to the United States. America supplies over 66 per cent of the foodstuffs. Mr. Snyder notes that a remunerative trade has been established with Cuba.

*Leeward Islands.*—Consul Hunt, of Antigua, reports that the imports in 1898 were \$415,770, of which \$183,029 came from the United Kingdom and \$181,440 from the United States. The exports to the United States were valued at \$384,544; the total for 1898 is not available; in 1897 the figures were \$562,000. Although there is a slight falling off in imports from the United States, says Mr. Hunt, it will be seen, on comparison with the returns from other countries, that the United States more than held its own, and under normal conditions the year would have been a banner one in the records of American trade. The depression in the sugar industry has influenced commerce in all branches.



CUBA.<sup>1</sup>

Imports from Cuba into the United States in 1899, according to Treasury returns, were \$29,619,750; exports to Cuba, \$24,861,261.

The following extracts from the report to the War Department of Major-General Brooke, military governor of Cuba, October, 1899, show present economic conditions:

The civil departments are now nearly complete in all the provinces, and the affairs of Cuba may be said to be conducted "through the channels of civil administration, although under military control," except the department of customs, which is conducted according to the system prescribed by the Secretary of War.

In reaching this stage on the highway of progress toward the establishment of government through civil channels, many obstacles have been overcome, the most serious being the natural distrust of the people, which was born and nurtured under the system of the preceding government, and was particularly the effect of the wars which these people waged in their efforts to improve their condition. It is believed that this distrust has given way to confidence in the minds of a majority of the people, and that they are generally beginning to see that the government, as administered by the United States, is for them and for their benefit.

It is proper at this time to speak of the condition of the people and the country as it existed at the time of the relinquishment of sovereignty by Spain. A large number of the people were found to be actually starving. Efforts were immediately made to supply food, which the War Department sent, all told 5,493,500 Cuban rations, in addition to the 1,000,000 rations distributed by Mr. Gould, and these were sent into the country and distributed under the direction of the commanding generals of departments, through such agencies as they established, while in the cities the distribution was generally conducted by an officer of the Army. The result of this action was the immediate lowering of the death rate, the restoration to health of the sick, and a general change for the better was soon apparent. Medicines were also supplied for the sick, with most beneficial results. Employment was given to those who could work, and they were paid weekly, so that they might have money to buy food. In fact, no effort was spared to relieve the terrible condition in which so many thousand people were found. \* \* \*

Turning to the present conditions, we have in view such a change that the progress seems incredible. A great part of the improvement dates from the month of May, when the muster out of the Cuban army removed a great source of distrust. The extent to which have been carried the cultivation of the fields, the reconstruction of homes, the reestablishment of order and public service, especially in the matter of hygiene in the towns, is something wonderful.

As regards agricultural progress in Santa Clara, it appears that the eight months' drought has caused scarcity of food, but not misery. In the tobacco and sugar-cane districts the work of reconstruction is proceeding so rapidly as to promise prosperity in the near future, but in the districts devoted to cattle raising almost nothing has been accomplished. The province of Matanzas is the most backward in the restoration of agriculture, as the condition of the sugar estates and the want of the necessary capital make progress very slow. The province of Habana has progressed the most of all, on account of its proximity to the center of wealth of the island and to the seat of government, which causes a feeling of confidence which attracts capital. The province of Pinar del Rio has changed from a state of hopeless desolation to one of unexpected prosperity. The tobacco lands of the Vuelta Abajo region are being thoroughly exploited, and the rapidity of the crops and high prices for the leaf affect directly the promotion of commerce and the reconstruction of the towns.

As to the economic condition of the municipalities of the western provinces, on the 1st of January it was one of complete bankruptcy. Every possible means of taxation had been used and exhausted, but, on account of the corrupt and centralized methods, little benefit had ever been derived therefrom by the communities. It is still impossible for them to fulfill their obligations without assistance from the State, but if the system be modified so as to allow the municipalities greater liberty of action the greater part will be able to meet their expenses with their own resources. In the province of Puerto Príncipe I understand that breeding cattle are being intro-

<sup>1</sup>As the War Department has charge of the government of Cuba and Puerto Rico, it supplies all recent statistics of trade. For details of the trade of foreign countries with the islands, see p. 29.

duced. As this province was mainly devoted to cattle raising before the recent war, it may soon be able to resume in a small way.

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Planters and small farmers in the tobacco-growing districts are rapidly recovering from their forlorn condition; the quick-growing crop and the remunerative prices have enabled them to restore, in a measure, the lost cattle, mules, and implements necessary to the farmers. There is also a desire to use labor-saving devices, which are now being slowly introduced.

In the cane-growing districts the progress is slower.

The large capital necessary to the economical production of cane sugar precludes the small farmers from entering this field, at present at least, though it is possible that in the future small farmers will grow sugar cane in those sections where the soil is favorable and sell it to the "Centrals." The quick returns from the tobacco and food crops will, it is believed, deter many from entering upon cane growing. As soon as the favorable sites for fruit growing are occupied there will be found large profits in the foreign trade produced from this source. The drought which has prevailed this summer has been a sad drawback to the people; their small crops have largely failed; the cane crop has been affected by it, particularly in the new cane, which has, it is reported, not been successful. Within a few days past there have been rains, but not in all parts. Those parts where the rains fell have been much benefited, though they came too late to save the early crops of corn and vegetables, but it is now thought that the winter crops give promise for an abundance.

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The important subject of schools is now approaching a solution. The present system will be improved upon, but it will require time to develop fully a good school system throughout the island. There are no schoolhouses and under present conditions there can be none built for some time to come. It is hoped that a manual-training school will be opened as soon as certain repairs and changes can be made in the Spanish barracks at Santiago de las Vegas, a short distance south of Habana, in which about 600 of both sexes can receive instruction at one time. This form of instruction is more important under the conditions found to exist than the ordinary instructions given in the other schools. As conditions improve an opportunity can be given to increase the number of these schools, and by this means introduce modern methods more rapidly than by other systems.

In his report to the War Department dated September 19, 1899, Gen. Fitzhugh Lee, commanding the provinces of Habana and Pinar del Rio, says:

Of the Cuban rural population less than 20 per cent were able to read and write, resembling children awaking the first time to the realities of life. They were in the main obedient, docile, quiet, and inoffensive, and anxious to adapt themselves as soon as possible to the new conditions which confronted them. The Cuban soldiers, black and white, who had been in the fields and woods for four years defying the Spanish banner, still kept their guns and were massing around the cities and towns, producing more or less unrest in the public mind with the fear that many of them, unaccustomed to work so long, would be transformed into brigands and not become peaceful, law-abiding citizens. In eight months wonderful progress has been made. The arms of the Cuban soldiers have been stacked and they have quietly resumed peaceful vocations. Brigandage, which partially flourished for a time, has been stamped out, tillage everywhere has greatly increased, many houses rebuilt, many huts constructed, fences are being built, and more and more farming lands are gradually being taken up, and municipalities reorganized with new officers representing the wishes of the majority of the inhabitants. Municipal police have been appointed who are uniformed and under the charge of, in most cases, efficient officers.

The debts of the municipalities in some cases have increased, because to the old debt which accumulated under Spanish rule have been added new obligations. It is proposed, however, to pay all the indebtedness of said municipalities as rapidly as possible from the central insular treasury. The value of property within these respective municipalities, while there are no figures to show it, has largely increased in consequence of the universal confidence in the future prosperity of the island. In the province of Habana, one of the two provinces in my department, from December 31, 1898, to July 31, 1899, a period of seven months, the number of public schools has increased by fourteen, a small increase, because the work of rebuilding schoolhouses where destroyed, repairing old ones, and appointing teachers has been more or less tedious and difficult. There are now in this province 4,771 children attending school, being an increase of 2,658 in the period mentioned. In the same

period 434 new houses have been constructed in the rural districts. On the 1st of January there were 7,189 beggars in this province. On the 31st of July last there were only 519, being a decrease of 6,670. Seven months ago there were 16,292 head of live stock in this province. On July 31 there were 52,102, being an increase of 35,810. It must be borne in mind that these figures relate to the province of Habana, in which the city of Habana and the adjoining suburbs are not included, though properly belonging to the province of Habana. A new department, designated as the department of Habana, embracing the city and suburbs, was created, and is not under my command.

The province of Pinar del Rio, just west of the province of Habana and the most western province in the island, belonging also to my department, is probably the richest and most progressive part of the whole island. A remarkable improvement has taken place in the pecuniary condition of the people already. The unrivaled quality of the tobacco raised there and the high prices which have been obtained for the same is the principal source of wealth in this province. Between the range of mountains running from the eastern section to the western and the ocean on the north side there are excellent sugar as well as tobacco lands. The municipalities in this province are also largely in debt, because of the universal poverty of the people at the time of the American occupation and the difficulty of collecting the necessary taxes to support them; but these municipalities will grow more and more self-supporting, and their debts and back obligations will be paid, as in the case of the province of Habana, from the central treasury. Pinar del Rio, a prosperous, law-abiding community, is eminently a rural province, and, with one exception, has never asked for distribution of public rations, with which the other provinces in the island have been so largely supplied. The demand, however, for these rations in my department has greatly decreased. During the month of July, in both provinces, I issued 156,380 rations to the destitute; in the following month of August only 28,500, which shows there has been a remarkable improvement in the general condition of the people.

More mules are gradually being employed for agricultural purposes and less oxen than formerly. The Cubans are naturally very slow in their movements; hence the gait of oxen is more to their taste than the swifter walk of the mule. These people walk and dance in slow time, but the introduction after a while of sulky plows drawn by mules, with a seat upon which they can ride, will greatly increase agricultural production; in fact, a pair of large mules to an American plow will easily do the work of three or four pairs of oxen, and stand the climate better. Steam plows could be used upon the long expanse of flat lands in Cuba with great effect.

Gen. Leonard Wood, in a report dated September 20, 1899, says, in part:

Industries of all kinds are springing up. New sugar plantations are being projected; hospitals and charitable institutions are being regularly supplied, and all are fairly well equipped with necessary articles. The death rate among the native population is very much lower than in former years. The people in the towns are quiet and orderly, with the exception of a few editorial writers, who manage to keep up a certain small amount of excitement, just enough to give the papers in question a fair sale. The people are all anxious to work. The present currency is American currency. A condition of good order exists in the rural districts. The small planters are all out on their farms, and a condition of security and good order prevails. The issue of rations has been practically stopped, and we have few or almost no applications for food. In the province of Santiago the issue of rations, except to hospitals and charitable institutions, is practically at an end. In the province of Puerto Principe the number of rations being issued is rapidly diminishing. The greatest of our needs now is a thorough reform of the judiciary and in the procedure. I do not mean an entire uprooting of the land, but a radical modification, especially in the methods of criminal procedure. The present judiciary of this province is not doing efficient work. Evidences of indifference, if not corruption, are altogether too numerous. Prosecuting officers are not energetic, as evidenced by prisons full of untried cases. The conduct of the judiciary, taken as a whole during the past six months, has been of such character as to warrant grave doubts arising in the minds of the people as to the wisdom of giving testimony against criminals and outlaws, whom they find soon turned loose upon them again and in a position to take vengeance on those who have testified against them. There is still too much tendency in municipal administration toward the pomp and ceremony of other days.

The immediate establishment of a good school system is imperative. The present system is inefficient and almost worthless. The teachers are not teachers in the sense in which we employ the term. There is not a schoolhouse in the department. Both

children and their parents are anxious to have English taught by competent teachers, and I strongly recommend the immediate establishment of an efficient school system based on the school system of the States of New York, Massachusetts, or Ohio. Any of these systems would be acceptable here and would give splendid results.

There is no starvation in the department at present. The people are kindly disposed toward the Americans. Many of the people possessing property are annexationists; this is also true of the Spanish as a class. American officers and soldiers can go anywhere without being molested, and always receive uniformly kind and courteous treatment. Manifestations of hostility to our occupation are limited almost solely to the press in certain large towns, which find it necessary to serve up exciting and incendiary articles in order to maintain a large circulation. Taken as a whole, I think the condition of the people is comfortable, and there need be no anxiety about their physical wants or welfare.

The recent payment of the Cuban army has been of great assistance to the people, and as a result many work cattle are being imported and agricultural implements purchased. In a recent ride across the province I found everyone at work and much land being plowed. The output of tobacco this year is about four times what it was last year, and the chances are that next year the output will nearly equal that of the years before the war. The people, generally speaking, look happy and contented, and although very poor, seem to be well fed. They are most of them living in thatched houses built on the sites of their former homes. Houses are being built in many of the destroyed towns, and everything points to a slow but steady return to normal conditions.

#### DANISH WEST INDIES.

The trade of the Danish West Indies amounts to about \$1,796,000. The imports for the fiscal year 1898 were \$1,142,000, and the exports (estimated from the statements of trade of Great Britain, Germany, France, Denmark, and the United States with the islands) amounted to some \$654,000. Exports consist chiefly of sugar, bay rum, shells, etc. Consul Van Horne, of St. Thomas, gives the imports into that port in the fiscal year 1899 at \$748,000, and Consular Agent Blackwood gives the imports of Christiansted at \$403,000. Exports from the latter port are stated at \$216,000.

#### DUTCH WEST INDIES.

The colony has been suffering unprecedented business depression during the past year, says Consul Cheney, of Curaçao. The revolution in Venezuela, of which Curaçao is practically a commercial dependency, has seriously crippled trade. Imports are valued at about \$1,000,000, and exports amount to some \$1,500,000. A grocery has been opened by an American citizen, making a specialty of canned goods, milk, butter, cheese, etc., of United States origin. The enterprise, Mr. Cheney says, would be a success if the merchant could get orders from home firms filled with less delay.

A British Foreign Office report (annual series, No. 2244) supplies further details, as follows:

The agricultural resources are very few, consequently the demand for farm implements will never be large. Hoes and shovels are imported from Great Britain; axes, wind mills, barbed wire, and nails from the United States. The stagnation of import and the depression of export trade is a direct consequence of the high tariff on imports and excessive excise duty on all strong drinks, wines, and beers.

#### FRENCH WEST INDIES.

Consul Ayme, of Guadeloupe, says that the imports in 1898 were variously estimated at \$2,987,000 and \$3,720,000. The exports, he thinks, may be stated at \$3,500,000. France has the greater part of the

trade, but imports from England were about \$350,000, comprising chiefly galvanized-iron roofing, textiles, matches, and soap. As England has no advantage over the United States as to duties, says the consul, we ought to have a share of this trade.

The imports of Martinique in 1899 were \$5,400,900, and the exports \$5,320,600.

## HAITI.

The financial distress of the island, says Vice-Consul-General Terres, continues to augment on account of the depression in the trade in coffee, which is the chief product for exportation. Imports are fully one-third less than last year, being \$3,942,000, while exports are valued at \$12,747,000, or \$1,500,000 less than in the previous year. The United States sent \$2,600,000 worth of the imports; France, \$490,000; England, \$325,000; Germany, \$272,000, etc.

Consul Livingston, of Cape Haitien, attributes the industrial depression also to the disordered condition of the finances, the heavy export duty on staple products, and the want of capital to develop the natural resources of the country. Capital invested in Haiti, he thinks, ought not only to yield a handsome profit, but if coupled with the introduction of modern methods and appliances, would create a vast market for agricultural and mining implements, railway and electrical supplies, machinery, and general manufactures.

PUERTO RICO.<sup>1</sup>

The following figures, showing the imports and exports of the principal ports of Puerto Rico for the five months ending August, 1899, are taken from the report to the War Department of Brigadier-General Davis, October 13, 1899:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
United States.....	\$1,519,764	\$1,533,384	St. Thomas.....	\$5,019	\$489
Spain.....	537,755	910,177	Santo Domingo.....	4,904	100
England.....	18,541	739,006	Canada.....	98,967	211,586
Germany.....	220,799	497,871	Sweden.....	1,076	.....
France.....	1,010,924	132,617	Bermuda.....	3,234	4,811
Belgium.....	2,000	1,963	Mexico.....	.....	4,469
Holland.....	12,149	17,739	Netherlands.....	.....	5,044
Venezuela.....	5,532	4,971	Trinidad.....	.....	200
Austria.....	68,304	2,699	Guadeloupe.....	.....	40
Cuba.....	598,604	3,489	Colombia.....	.....	860
Italy.....	356,891	25,996			
Denmark.....	5,890	11,728	Total.....	4,470,838	4,109,188

In the same report, statistics are submitted showing that the quantities of the three principal products—sugar, coffee, and tobacco—exported in 1897, were: Sugar, 126,827,472 pounds; coffee, 23,504,999 pounds; tobacco, 6,255,953 pounds.

The real estate property in the island is classified as follows:

Residences.....	31,866	Other estates.....	3,042
Storehouses.....	1,043	Huts.....	10,939
Sugar establishments.....	362		
Coffee establishments.....	875	Total.....	48,141
Tobacco establishments.....	14		
Declared valuation.....			\$28,867,928.79

<sup>1</sup> See footnote, p. 116.

The report of the United States Insular Commission, made in June, 1899, has the following:

While there is a great amount of wealth in the island, and in many places evidences of great prosperity, rich plantations, and promise of a great future for Puerto Rico, there is also great poverty and ignorance. Throughout the interior of the island the people are poor and their homes are of the poorest possible character, consisting almost altogether of "shacks" constructed of the palm and covered with a straw thatch or palm leaves.

The people are very industrious and willing to work, if given an opportunity, and in every instance those employing them speak in terms of commendation of them as workmen.

There is no reliable record of the public lands to be found in any of the offices in Puerto Rico. We made diligent inquiry, and the secretary of finance promised us the best information he could procure, which, he says, is made up from answers to his inquiries of the alcaldes as to what lands are commonly regarded in their districts as public and which are not claimed by anyone. But we have not yet received the result of his inquiries, but when it comes it can be seen from the nature of it that it will possess little value.

We believe, from the best estimates we could obtain, that there are about 50,000 acres of public lands in Puerto Rico. We therefore recommend that a full and complete survey be made of all the public or unsold lands on the island. This may involve the survey of some lands sold to ascertain how far they have infringed upon the public domain.

A survey of the whole island ought to be made, sectionizing the lands so that boundaries may be definitely ascertained, after the plan of the United States, thus making short descriptions and more certain data as to boundaries. But this is too great an undertaking to be begun now, and it can well await more pressing reforms.

We would further recommend that the proceeds of these lands, when sold or leased, be used for the benefit of the public schools of the island.

Vegetables of all kinds known to our climate grow here in abundance—tomatoes, lettuce, onions, cabbage, pumpkins, radishes, melons, pease, beans, sweet potatoes, and yams. Irish potatoes are not a success here. We found no plums, cherries, or grapes. It would seem, however, that there would be no difficulty in growing grapes to great perfection, but so far they have not been tried. Our indian corn is raised there with some success, and while the ears are small, that is made up by the fact that two and even three crops can be grown yearly on the same ground. This can be grown either in the valleys or on the hillsides; we found it growing clear up on the sides of the mountains, 1,500 feet above the sea.

No wheat is grown on the island. At present all flour is imported. It is claimed that Spain prohibited its growth on the island, but that it can be profitably cultivated here. Neither oats nor barley are cultivated here, but at least the latter might be successfully grown.

The native grasses grow luxuriantly wherever an opportunity offers, from the lowest valley to the highest mountain top, and afford excellent pasture for stock everywhere all the months of the year. They make no hay, as we understand it here, but cut it with sickles or the machete and tie it in small bundles, pack it on ponies to the cities, and sell it while it is still green.

The cattle grazing in large numbers on the pastures are found all over the island, and are mostly in very good condition, making excellent beef. Hogs are raised to a limited extent, but are of poor breeds, being of the old "razor-back" variety. They are fed mainly from the nuts grown on the royal palm trees.

Horses are plentiful, but are of the size known by us as ponies. They are small, and used only to ride and as pack ponies and in carriages. The hard work of hauling loads and plowing the land is done with oxen, yoked in the Spanish fashion, by tying the yoke to the horns, and they are guided with a whip or "gad."

The wagons are mostly two-wheeled carts with large, wooden axles.

There seems to be considerable deposits of iron and copper on the island. In some places these are being developed with good prospects of proving paying investments. Traces of gold and silver are also found in the mountains, but up to date prospecting has not developed any considerable quantities of these more precious metals.

#### SANTO DOMINGO (DOMINICAN REPUBLIC).

Cousul-General Maxwell reports an improvement in commerce and industries during the last year. He estimates the imports in the

fiscal year 1898-99 as \$1,029,356, of which \$561,983 came from the United States, \$444,321 from Europe, and the rest from other countries. The United States, he says, still leads Europe and all other countries combined in her exports to Santo Domingo. Nevertheless, there is a falling off in our trade, due probably to the reluctance of our merchants to sell on credit. The cultivation of sugar is the principal industry, and American capital controls the plantations to a large extent. The output for the year 1898-99 was in excess of that of any previous season.

# SOUTH AMERICA.

## ARGENTINE REPUBLIC.

Consul Mayer, of Buenos Ayres, divides the trade in 1898 among the chief countries as follows:

Total imports..... \$107,428,900  
Total exports..... 183,829,458

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Germany .....	\$12,571,116	\$20,286,338	United States.....	\$11,129,065	\$5,874,295
Belgium.....	3,444,981	13,949,761	France .....	10,596,725	29,381,056
Brazil.....	5,012,115	7,916,301	Italy .....	18,695,241	5,256,054
Spain.....	3,315,470	387,998	United Kingdom....	89,012,600	19,206,928

The imports from the United States in the first nine months of 1899 were valued at \$10,800,826, showing a noteworthy gain up to that period of the year. "There is no reason," says the consul, "why the United States should not supply the Argentine Republic with articles which are now imported from France, England, and Germany; our goods have made a favorable impression upon the people of the country." "Wherever our manufactures are intelligently introduced by a resident agent," says Consul Ayers, of Rosario, "there is no question of our commercial success, even handicapped as we are by the absence of our own shipping and our own banking houses."

A correspondent writes to the British Trade Journal, of London, in regard to the United States trade competition in the Argentine Republic:

American competition is very keen. There are a number of American houses here which do a large business and are very much in evidence by their energetic and enterprising methods. Some of these houses sell on commission on a large scale, in the following manner: They have a connection with a New York house of good standing, through whom they make transactions. The New York house generally being influential can obtain goods on credit, and samples of these are sent to the Buenos Ayres house; or, if the articles are not too bulky, a stock is sent on consignment. The Buenos Ayres house has large showrooms, where a regular museum of American articles is exhibited, such as safes, agricultural implements and machinery of every description, bicycles, and a great variety of those ingenious inventions for which our trans-Atlantic cousins are famous. The greater part of these articles are not for sale, but are merely samples sent on exhibition, and from these local dealers place their orders. The advantages of this system are that it brings to the notice of the dealers a large variety of goods which would never be sold in the ordinary way. It has its disadvantages also, as prices are much enhanced, owing to the number of commissions that have to be paid before the goods reach the consumer.

## BOLIVIA.

The imports in 1897 were stated at \$11,000,000 and the exports at \$10,400,000. No more recent statistics of the complete trade are available. Vice-Consul Zalles, of La Paz, sends tables of the imports



through the custom-houses of Tupiza, Uyuni, Puerto Suarez, Molendo, and Tarija in 1898-99, the totals of which may be estimated at \$1,796,481.

United States exports to Bolivia, according to Treasury figures, were \$36,000 in 1898 and \$27,000 in 1899. There have been no imports into the United States from Bolivia since 1893, when they were valued at \$5,400.

Under the caption "A lost market" the Consular Journal and Greater Britain, of London, discusses commercial conditions in Bolivia and the preponderance of German products in the markets of that country. Four years ago, says the article, the German exports to Bolivia were unimportant compared with the British; but Germany, by supplying cheap, showy articles, has now the largest share of the trade. In the search for new markets the British have entirely let slip this South American country. The following extracts are taken from an interview with the Bolivian consul in London:

Bolivia is very rich in gold, silver, lead, and copper. A private company, largely composed of Scotchmen, with a capital of £30,000, is being completed to develop the alluvial gold deposits of the Pilaya River. There is an excellent opening for immigrants. In the plain of Beni are over 2,000,000 head of cattle, worth from 18s. to 20s. each. India rubber is the chief product of the country. England takes nearly all of it and the United States a little. The inland railways are limited; the traffic is by mules and barges. The nine steamers used for river traffic were all made in England; two more are now going out. The climate, owing to the hills, is healthy and varied.

The population of Bolivia is 2,000,000—one-third whites. The Government is stable and enlightened; laws and tariffs are liberal. Cotton goods pay 30 per cent customs duty ad valorem on importation; silks and ready-made clothing, 35 per cent; drugs, 30 per cent; hollow ware, 25 per cent. Machinery is admitted free. Goods reach the country through Brazil or via Antofagasta, Chile.

The same issue of the Board of Trade Journal quotes from a Foreign Office report the statement that a new port was opened at the beginning of this year by the Bolivian Republic on one of the principal tributaries of the Amazon River. The port is named Puerto Alonzo, is situated on the River Acre, or Aquiry, one of the head waters of the River Purus, and will have some importance as the outlet of a district rich in rubber. Formerly, the only port where Bolivian produce could be shipped was Villa Bella, on the Madeira, but this river offers many obstructions to navigation. On the other hand, the rivers Purus and Acre are easily navigated at high water.

## BRAZIL.

Imports into Brazil in 1898 were valued at \$105,393,000, and exports at \$124,770,000. Imports from the United States in 1897 (latest official returns available) amounted to \$10,101,000; from Great Britain, \$36,392,000; from Germany, \$11,114,000; from France, \$11,019,000; from Spain, \$3,245,000; from Italy, \$10,943,000; from Belgium, \$8,046,000, etc. The exports were: Belgium, \$8,934,000; Spain, \$1,271,000; Germany, \$14,047,000; United States, \$8,321,000; France, \$22,999,000; Italy, \$3,964,000; United Kingdom, \$12,984,000.

Consul Furniss, of Bahia, says that there is a project for the establishment of a United States bank, with branches, in Brazil. This will remove the discrimination against our currency. Considerable school furniture, he notes, has been sold by the United States to that district

during the year. A larger number of maps and educational charts would be sold if printed in Portuguese or French. There is a good field in the line of school supplies.

Consul Kenneday, of Para, speaks of the strong hold that American manufactures have gained in the States of Para and the Amazonas within the past two years. Business in northern Brazil is in a prosperous condition, and the cities of Para and Manaoas are thriving. Our flour is popular and our canned goods are finding a market. Sales of hams, bacon, and lard are increasing; drugs are gaining a foothold, and the demand for typewriters and sewing machines is growing.

### CHILE.

Consul Caples, of Valparaiso, gives the value of the imports in 1898 as \$37,325,000 and of the exports as \$61,345,000. The trade with the chief countries was:

Countries.	Imports.	Exports.
Great Britain.....	\$14,024,000	\$40,683,000
Germany.....	9,635,000	8,972,000
United States.....	3,430,000	2,789,000
France.....	1,941,000	4,129,000
Spain.....	143,000	511

There is a notable decrease in the imports (some \$13,000,000) as compared with the former year, and an increase in exports of \$11,400,000.

### COLOMBIA.

Imports and exports of Colombia in 1897 were \$16,200,000 and \$12,900,000, respectively. The Government compiles returns of general trade, says Vice-Consul Cobbs, of Colon, only once in every two years, and those for 1898 are not yet complete. Vice-Consul-General Gudger, of Panama, notes the popularity of American goods in that market. "For such articles as hats, shoes, machinery, tools, cotton goods, etc.," he says, "there is a decided preference in favor of United States makes."

The following, compiled from the returns of the countries named, shows the trade of the United States, Great Britain, Germany, and Belgium with Colombia in 1898:

Countries.	Imports.	Exports.
United States.....	\$4,800,000	\$2,900,000
Great Britain.....	3,100,000	3,910,000
Germany.....	3,200,000	1,400,000
Belgium.....	101,500	1,207,000

### ECUADOR.

"Exports in 1898," says Consul-General De Leon, of Guayaquil, "were valued at \$7,100,000 and imports at \$4,900,000. France took nearly one-third of the exports, Germany and England about \$1,300,000 each, and the United States some \$1,100,000. England sent \$1,200,000

worth of the imports; the United States, \$1,300,000; France, \$370,000; Germany, \$490,000, etc. While the total imports in 1898 decreased 36 per cent," continues Mr. De Leon, "the United States increased its trade 12 per cent, and from third place in 1897 advanced to first in 1898. Despite this, our trade in cotton and woolen textiles is almost nil."

The year was marked, among other events, by the establishment of the gold standard and by the ratification of the contract with an American and English syndicate for the building of the Guayaquil-Quito Railroad. Work is now in progress on this enterprise.

#### FALKLAND ISLANDS.

"Imports in 1898," says Consul Rowen, of Port Stanley, "were \$325,450 and exports \$15,052. The value of United States trade is estimated to be from \$10,000 to \$12,000 annually. None is transacted direct. Commercial returns reveal an increase of 20 per cent in the year, due to the growth in population and material resources. The building of the naval works has much increased the purchasing power of the people."

#### GUIANAS.

*British.*—Imports in the fiscal year 1898-99 were \$6,582,000, of which England sent \$3,658,000, the United States \$1,830,000, British North America \$277,435, etc. Exports were valued at \$8,523,000, the chief countries that participated in the trade being England, \$3,924,000, United States, \$4,073,000, British North America, \$34,000, British West Indies, \$74,000, and Dutch Guiana, \$173,000. "The increase in United States trade," says Consul Moulton, of Demerara, "continues. The market seems assured for our produce, though not susceptible of great development. If anything were needed to clinch this trade and pave the way to closer business relations in other lines, the reciprocity treaty recently entered into will have that tendency. We are making headway in cotton and linen textiles, boots and shoes, and bicycles."

*Dutch.*—Of the total imports in 1898, valued at \$2,029,000, the United States sent \$409,000 worth, Holland \$1,170,000, and England \$161,000. The exports went principally to the United States, \$1,115,000; Holland, \$621,000; England, \$233,000; the total being \$2,084,000. "The class of goods required here," says Mr. Moulton, "is the same as in British Guiana and the British West Indies. The people subsist almost entirely upon our foodstuffs, but import practically everything else from some European country. Traveling agents should visit the colony frequently, ascertain who is financially responsible, and keep in touch with the importers and consignees. Trade can not be promoted by insisting on cash payments, nor can a Dutchman's business be successfully wooed with literature printed in Spanish."

*French.*—Official figures of imports and exports for 1898 are not available. Gold mining, the chief industry of the colony, absorbs the entire laboring population. The penal settlement of 80,000 convicts, together with the troops heretofore stationed at Cayenne, have been withdrawn from the city to St. Laurent on the Maroni River. The consular agent at Cayenne considers this a misfortune to the business community, as these convicts performed all the labor on public works

and improvements about Cayenne and supplied the farming community of the colony with labor, which will now be very difficult to obtain.

Imports in 1897 were valued at \$1,816,000 and exports at \$1,393,700. Official returns of France show that in 1898 the imports from French Guiana amounted to \$212,300, and the exports to \$1,717,700. The United States imported \$24,800 worth from the colony in 1898 and exported thither \$144,700. British returns for the same year were: Imports from French Guiana, \$17,500; exports to French Guiana, \$12,400.

### PARAGUAY.

Of the total imports in 1898—\$2,822,000—about 48 per cent, says the Statesman's Year Book, 1899, comes from the United Kingdom. The principal imports are textiles, wines and rice, and England sends about 85 per cent of the textiles. United States Treasury figures show that over \$11,000 worth was exported to Paraguay in 1899. The exports were valued at \$2,207,000.

A British Foreign Office report (annual series No. 2275) says:

Statistics of importations by countries are not available. All goods from Europe and the United States are shipped from Montevideo or Buenos Ayres either in transit or in bond. There was but little improvement in the trade of Paraguay during the year 1898. The tobacco crop was small and of poor quality. Yerba maté, one of the most important productions of the country, suffered from competition with the Brazilian product in the Argentine market. The lumber trade is developing. Another important business of the country is cattle breeding and grazing. The oil of the palm-nut kernel is used for the manufacture of soap. There is a demand for improved machinery for breaking these nuts. A new sugar factory has been inaugurated which turns out a very fair quality of sugar.

### PERU.

The imports in 1898 were valued at \$8,121,300, of which the United States sent to the value of \$876,900; Great Britain, \$3,640,800; Germany, \$1,434,700; France, \$655,400, etc. The exports to the chief countries were as follows: United States, \$1,212,400; Great Britain, \$7,234,000; Germany, \$1,140,300; France, \$346,200; total, \$13,961,100. Our trade, says Consul Dickey, of Callao, is gradually increasing, but England and Germany control the general traffic of the country. Our business could be largely increased, not only with Peru but with other South American countries, by the establishment of a fast line of steamers between the west coast of the United States and the southern republics. Quick transportation and more extensive credits, says the consul, will give us the lion's share of the trade.

From the Geographical and Statistical Synopsis of Peru, Lima, 1898, the following extracts are taken:

Much has recently been done for the improvement of roads and bridges. Callao is to be drained and to have a new system of waterworks. Waterworks have been made in Paita, Colan, and Trujillo. Electric-light plants are already established in Arequipa and Cerro de Pasco. Barranco is well lighted by gas. Lima has excellent systems of waterworks and sewerage. The sharp descent of the Rimac is utilized. Brick filtering galleries are built under the bottom of the river, conducting the water in iron pipes by gravity to the distributing system, giving a constant stream of fresh water through its whole extent.

Foreigners are received and treated with the greatest cordiality in Peru. They enjoy the same liberty for traveling as the natives, and have also the right to invoke the protection of the habeas corpus act. With the sole condition of submission to

the laws of the country, they can enter upon any business or trade they please, so long as they do not offend public morality, health, or security. They can dispose with perfect freedom of their personal or landed property, denounce mines, purchase lands in the interior, etc.

### URUGUAY.

Consul Swalm, of Montevideo, reports the total imports in 1898 at \$24,784,000, of which England sent \$6,762,000; France, \$2,637,000; Germany, \$2,311,000; Italy, \$2,279,000; Spain, \$1,944,000, and the United States, \$1,932,000. England has most of the trade in iron and manufactures and all of the coal except a small quantity of American. In textile manufactures, she has lost to Germany and to a small extent to our country. Imports from the United States show a slow but steady growth. It is gratifying to know, says the consul, that there is an increased demand for American bicycles, hardware, cutlery, sewing machines, etc.

Of the exports, valued at \$30,276,000, France takes more than any other European country—\$5,516,000. Belgium comes next, with \$5,399,000. England, \$2,884,000, and Germany, \$2,810,000, follow: To the United States, goods to the value of \$984,000 were sent in the year under review.

### VENEZUELA.

The latest figures for imports relate to the year 1897, and for exports to 1896. They were, respectively, \$13,241,000 and \$21,510,000. The Review of the World's Commerce for last year stated that imports from the United States represented 41 per cent of the trade; from England, 31 per cent, and from Germany, 21 per cent. Consul Goldschmidt, of La Guayra, says that the United States leads in flour, hams, lard, butter, spices, kerosene, marble and lumber, paper, caustic potash and rosin, barbed wire, salted meats, crackers and biscuits, and machinery. England is first in coal, cement, hardware, agricultural and artisans' tools, iron (raw), sewing thread, bleached cotton and passementerie, cotton cloth, and tin plate. Germany has control of the trade in stationery, rice, cigars, cigarettes, and tobacco, beer, drugs and medicines, crockery and glassware, cheese, and candles. France leads in fancy goods, hosiery and underwear, cereals, preserves, candies and sweets, perfumery, silk, and woolen goods.

The trade of the principal competing countries is shown in the following statement, compiled from the official returns for 1898 of the United States, England, France, Germany, and Belgium:

Countries.	Imports from Venezuela.	Exports to Venezuela.
United States .....	\$6,609,900	\$2,736,700
England .....	221,900	2,296,000
France .....	7,121,700	406,300
Germany .....	2,418,500	1,074,800
Belgium .....	7,100	28,800

# ASIA.

## ADEN.

"The imports for 1898," says Consul Cunningham, "were \$14,819,000 and the exports \$12,376,000. There is an increase of over \$3,000,000 in the trade as compared with that of the previous year, and about 50 per cent of this is in skins alone. Exports to the United States for the fiscal year 1899 were valued at \$1,924,000, and imports at \$1,183,000." "Cotton goods and petroleum cover the bulk of the imports," adds Mr. Cunningham, "and perhaps will continue to do so until the wants of the native population supplied from here become more numerous and diversified. Give the average native his American sheeting and his kerosene oil, and he wants but little else the country does not provide."

## BRITISH INDIA.

Consul-General Patterson reports the imports for the fiscal year 1898-99 at \$276,045,000 and the exports at \$384,414,000, both these statements including silver and gold. Trade is suffering from the effects of the famine. England sends about 70 per cent of the merchandise imported, though much of this is of course merely trans-shipped in British ports. Not quite 30 per cent of the exports went to England. Belgium has 3.3 per cent of the import trade; Austria, 3.5; Russia, 3; Germany, 2.9; the United States, 2, and France, 1.5, the remainder coming from eastern countries. The steamship line that now gives regular service between New York and Indian ports will have a tendency, says Mr. Patterson, to increase our trade. In iron and steel and cotton manufactures, there is room for much expansion.

## CHINA.

The total imports in 1898 are estimated by Mr. Taylor, statistical secretary of customs, at \$145,448,000, and the exports at \$110,371,000. The import trade, he says, has advanced 145 per cent in twelve years, or, taking into account the fall in the value of the haikwan tael, 83 per cent. Consul Fowler, of Chefoo, submits the following tables, showing the value of trade by countries, and the increase or decrease in two years:

*Value of trade, by countries, in 1898.*

Countries.	Imports.		Exports.		Total.	
	<i>Hk. taels.</i>		<i>Hk. taels.</i>		<i>Hk. taels.</i>	
United States .....	17,163,312	\$11,911,339	11,986,771	\$3,318,819	29,150,083	\$20,230,158
Great Britain .....	34,962,474	24,263,967	10,715,952	7,436,871	45,678,426	31,700,828
Continent of Europe, including all the Russias .....	11,151,880	7,789,405	43,727,321	30,346,760	54,879,201	38,086,165
Japan, excluding Formosa .....	22,561,812	15,671,778	15,168,148	10,526,692	37,749,960	26,198,472
Hongkong .....	97,214,017	67,466,528	62,083,512	43,085,958	159,297,529	110,552,485
Formosa .....	4,794,251	3,328,210	924,629	641,692	5,718,880	3,968,902
India .....	19,135,546	13,280,069	1,824,125	918,943	20,459,671	14,199,012
All the rest of the world.....	11,742,065	8,148,986	13,106,690	9,096,048	24,848,745	17,245,029

*Value of import trade in calendar years 1897 and 1898.*

Countries.		1897.	1898.	Decrease. <sup>1</sup>	Increase. <sup>1</sup>
United States.....	(haikwan taels..	12,440,302	17,163,312	.....	4,723,010
	dollars.....	9,193,383	11,911,339	.....	2,717,303
Great Britain.....	(haikwan taels..	40,015,587	34,962,474	5,053,113	.....
	dollars.....	29,571,519	24,263,957	5,307,562	.....
Continent of Europe, including all	(haikwan taels..	12,008,256	11,151,890	856,376	.....
Russia, European and Asiatic....	dollars.....	8,873,102	7,739,405	1,133,697	.....
Japan (excluding Formosa).....	(haikwan taels..	17,564,284	22,581,812	.....	5,017,528
	dollars.....	12,980,006	15,671,778	.....	2,691,772
Hongkong.....	(haikwan taels..	90,125,887	97,214,017	.....	7,088,130
	dollars.....	66,603,080	67,466,528	.....	863,498
India.....	(haikwan taels..	20,068,183	19,135,546	932,637	.....
	dollars.....	15,859,209	13,280,069	2,579,140	.....
All the rest of the world.....	(haikwan taels..	15,013,493	13,106,890	1,906,603	.....
	dollars.....	11,094,972	9,096,043	1,998,929	.....

<sup>1</sup>The average value of the haikwan tael in 1897, as estimated by the United States Director of the Mint, was 73.9 cents; the average for 1896 was 81.1 cents; for 1898, 69.4 cents; thus the haikwan tael was 4.5 cents cheaper in 1898 than in 1897. This fall in value must be borne in mind in these comparisons.

### Mr. Fowler's remarks are summarized below:

The above table shows that of non-Asiatic countries or divisions, the United States stands alone in the column of gains over 1897. It exceeded by over 12,000,000 taels the value of its sales in 1896, while Great Britain has lost quite 10,000,000 taels in value since 1896. The value of the United States sales exceeded by \$4,171,934 the combined sales of all Europe and all the Russias. In my report in Consular Reports No. 218, page 441, will be found a table in which I show that the value of United States exports to China was greater in 1897 than that of all continental Europe and the Russias, European and Asiatic, by \$320,281. In 1898, the figures rose to \$4,171,934, as shown above.

The customs trade returns are not explicit and do not show the true conditions of affairs. A good percentage of the trade credited to Great Britain belongs to the United States, as, for instance, all shipments from Atlantic ports to China via England. Our entire trade (excepting perhaps a little of the oil) with the ports of China south of Shanghai is carried on through Hongkong. The customs returns state that "the imports from Hongkong ordinarily come from, and the exports to that colony are further carried on to, Great Britain, America, Australia, India, the Straits, etc.," yet the figures are credited to Great Britain. The value of the foreign trade of China in 1898 was:

Description.	Value.	
	<i>Hk. taels.</i>	
Total.....	868,616,483	\$255,819,839
With Hongkong.....	159,297,529	110,552,485
Leaving for the rest of the world.....	209,318,954	145,267,354
Total value of net imports.....	209,579,334	145,448,058
Hongkong sent.....	97,214,017	67,466,528
Leaving for the rest of the world.....	112,365,317	77,981,530

The value of known Asiatic imports was \$49,717,000, which leaves \$95,730,000 for non-Asiatic imports. The value of imports from the United States, as given in the returns, was \$11,911,000. The imports classified as American (drills, jeans, sheetings, flour, and oil) amounted in value to \$12,928,000, or exceed by over \$1,000,000 the totals given as imports from the United States, and as we sell an ever increasing quantity of lumber, machinery, household stores, lamps, clocks, iron, etc., it is to be regretted that we can not know just what our trade is worth. However, in 1895, Great Britain sold five times what we did, and in 1898 only twice as much.

The net value of foreign imports in 1898 having increased by 12,172,289 haikwan taels over that of 1896, it is gratifying to learn that the customs reports show that the imports from the United States increased from 11,929,853 haikwan taels in 1896 to 17,163,312 haikwan taels in 1898, or a gain of 5,233,459 haikwan taels, leaving less

than 7,000,000 taels of the total increase for all the rest of the world; and, as our trade is underestimated by one-third, there can be little doubt that at least 60 per cent of the increased trade of China is due to the purchases from the United States.

Of the trade in the German and Russian concessions, Mr. Fowler says:

The advent of the Russians is the principal cause of the great activity in North China, their presence having given an enormous impetus to our trade. I was informed that 80 per cent of the equipment and material used by them is purchased in the United States.

Port Arthur is the most active place in the East. A little of the modern world has suddenly been planted in this Empire, and its effects are far-reaching. Baldwin locomotives are on the tracks across the harbor; electric lights, telephones, machinery, in fact, all the best and latest appliances are in use, and nearly all are from the United States.

The new town of Dalny—Talienwan—is sure to be the outlet for a vast territory. It is connected with Port Arthur by telephone and telegraph.

Kyao-chau was thrown open to trade, and the custom-house (under the auspices of the Chinese Government, but controlled by the German governor) commenced to function on July 1, 1899. It is a very lively place. The Germans are losing no time. Large buildings are going up; the finest hotel in the East is open to traffic, and on September 26 Prince Henry commenced work on the three railways that sooner or later will traverse the province. All over the province Germans are at work; hundreds are moving into Tsintau with their families. New lines of German steamers are connecting with the port, and in a year or two it promises to control the trade of this province. Many cargoes of American lumber have already arrived there.

#### OPEN-DOOR POLICY.

At the instance of the United States Secretary of State, the governments of France, Germany, Great Britain, Italy, Japan, and Russia have consented to aid in maintaining an "open-door policy" in China. Each government agrees—

First. That it will in no way interfere with any treaty port or vested interest within any so-called "sphere of interest" or leased territory it may have in China.

Second. That the Chinese treaty tariff of the time being shall apply to all merchandise landed or shipped to all such ports as are within said "sphere of interest" (unless they be free ports), no matter to what nationality it may belong, and that duties so leviable shall be collected by the Chinese Government.

Third. That it will levy no higher harbor dues on vessels of another nationality frequenting any port in such "sphere" than shall be levied on vessels of its own nationality, and no higher railroad charges over lines built, controlled, or operated within its "sphere" on merchandise belonging to citizens or subjects of other nationalities transported through such "sphere" than shall be levied on similar merchandise belonging to its own nationals transported over equal distances.

#### RAILWAYS.

The railways of China cover an extent of about 350 miles. They connect the capital, Peking, with Tientsin, running thence to Shanhaikwan, and also from Peking to Paoting. They belong to the Government. Among roads proposed or under construction are those from Shanhaikwan into Manchuria, from Peking to Kalgan, from Paotingfu to Tai-Yuanfu, the capital of Shansi Province, from Lukouchiao to Hankau, from Kyao-chau to Chinafu, from Ichowfu to Shanghai, etc. In regard to recent developments in the railway situation, the London and



China Telegraph, London, in its edition of January 2, 1900, says, in part:

The Pekin syndicate is supposed to be interested in the Tientsin-Simonitz Railway, the Lu-Han, the Chenting Tai Yuen, the railway through Shansi to the banks of the Han, and the Hankau-Canton road, while the British and Chinese corporation has concessions in hand for the Shanghai-Soochow-Nanking Railway, with the extension from Soochow to Ningpo via Hangchow. These lines, about 410 miles in length, will serve the most populous and fertile districts in the Yangtze Valley. The East Coast Trunk Line—Tientsin-Chinkiang, connecting with the line just referred to—should have eventually an enormous traffic, and bring Shanghai into close touch with Tientsin and Pekin. The survey for the Canton-Kowlong Railway, about 125 miles in length, has been completed, and this line should serve admirably for the commerce of Hongkong, while by connection with the Mid-China Trunk Line from Pekin via Hankau, it will bring Hongkong into close commercial relations with the great northern capital. The survey of the Anglo-American line from Hankau to Canton has been completed. As regards the paying prospects of this line, there seems but little question. The fact that it will pass through an enormous coal mining district, larger than the whole of the European coal fields put together, gives it not only a *raison d'être*, but points to an undoubted and immediate source of revenue; while the additional fact that the line will touch Siangtan, a town with a frontage of 6 miles, in which iron smelting on a large scale is carried on, hints at mineral traffic that may assume large proportions. The only lines calling for notice here are those from Sunchow to Nanning, and from Tong King to Yunnan. It will be time to speak of these when they are in a more advanced state of development.

### HONGKONG.

The following extracts are from the annual report of Consul-General Wildman:

Hongkong and the entire eastern Asiatic coast have greatly profited by the many changes and countermoves in the political situation of the far east. The occupation of Kyao-chau by Germany, Port Arthur and Talienwan by Russia, Kwanchau-wan by France, Wei-hai-wei and the Kowloon Peninsula by Great Britain, the gradual occupation of Manchuria by Russia, and the nearing completion of the Great Siberian Railway have all had a powerful and stimulating effect on eastern Asia. The American-Spanish war and the subsequent occupation of Manila by the United States has been a most potent factor in calling the attention of Americans to the trade possibilities of this part of the world. The colony of Hongkong has probably profited by the political changes to a greater degree than any other one section of Asia. It must be remembered, however, that this is simply a vast clearing house, combined with a military stronghold, and is not to any great extent a consumer nor a producer. As a market within itself, it is practically nil.

There are in Hongkong 5,000 Europeans who wear and eat what 5,000 like people would in the United States; but there are, in addition, 360,000 Chinese in the colony, and 80,000,000 in the adjacent provinces, whose conservatism is as difficult to overcome now as it was three hundred years ago. They have learned to use American flour, kerosene, and, to some extent, cotton piece goods. They consume in smaller quantities our tinned milk, also German lamps, and a cheap grade of notions. One of the greatest hindrances to the introduction of American goods into China is the almost utter lack of protection against imitations.

Exports from Hongkong to the United States for the six months ended June 30, 1899, amounted to \$2,567,000. There were also invoiced in this consulate goods for Manila to the value of nearly \$700,000.

The value of the Hongkong trade is estimated at \$250,000,000 annually. In another report, Mr. Wildman says:

As Hongkong has no custom-house, the only official source of information concerning imports and exports is the annual report of the harbor master. His report for the year ending December 31, 1898, shows that the total tonnage entering and clearing this port amounted to 17,265,780 tons, an increase compared with 1897 of 1,327,606 tons. There arrived 39,815 vessels, aggregating 8,648,274 tons. Eleven steamers flying the American flag entered during 1898, as against 4 in 1897. Thirty-two sailing vessels came in under the American flag, as against 30 in 1897, America standing second to Great Britain, with 36 under the British flag.

The year 1898 was marked by heavy trade in rice and coal, and the introduction

of oil from Langkat, Sumatra. The demand for rice was largely from Japan, and that for coal was a result of the late war with Spain and the centering of so many foreign fleets in this harbor. The American kerosene-oil trade remained practically the same as in 1897. American flour shows a considerable increase, in spite of the fact that from April to August the Manila market was practically closed to it. Hongkong imported from the United States 270,204 tons of cargo, as against 278,711 tons from the continent of Europe and 416,377 tons from Great Britain. The imports from the Philippine Islands amounted to 169,526 tons. The exports from Hongkong to the United States amounted to 148,525 tons and to the Philippine Islands to 152,395 tons, leaving a balance of trade heavily in our favor. Among the imports in which the United States is interested are 103,544 tons of flour, 36,611 tons of cotton and cotton yarn, 55,160 tons of hemp, 67,362 tons of kerosene in bulk, and 59,115 tons of kerosene in case, all of which items, except kerosene, show an increase over 1897. There arrived during 1898, on vessels of all classes, 3,290,902 passengers. The total revenue of the harbor department, which is made up of light dues, licenses, and internal-revenue and court and office fees, amounted to \$183,628.01. These figures in some measure show Hongkong's importance in the shipping world. The peculiarity of the Hongkong trade is that the consumption of imports on the island itself is so small, as compared with the bulk of the trade, that it can be stated that almost all imports are again exported.

### DUTCH INDIA.

Imports in 1898, says Consul Everett, of Batavia, were valued at \$72,288,000, and exports at \$87,537,000. The mainstay of trade in Java is sugar, and the exports for the year were good, the United States furnishing the principal market. This sudden prosperity is due to conditions in Cuba and the Philippines. Deducting petroleum, which represents the bulk of American imports, the value of goods entered from our country in the year under review was \$171,406. The showing, says the consul, is not good. Americans do not seem to realize that there are 40,000,000 people in Dutch India, all of whom consume a certain quantity of civilized goods. Batavia is larger than Singapore and has modern appliances, electric lights, electric cars and telephones. The stores, says Mr. Everett, are finer than in any city east of Suez, as are also the docks. Flour, cotton goods, bicycles, carriages, automobiles, machinery, beer, watches, canned goods, etc., should find a good market.

### FRENCH INDO-CHINA.

Consul Covert, of Lyons, sends the following extracts from a report by Mr. Brennier, subdirector of the commerce of Indo-China, on business in that colony in 1898:

The importations into Indo-China for the year 1898, not including specie, were:

	Francs.
From France and the colonies.....	44,415,786—\$8,572,247
From foreign countries.....	58,028,560—11,199,512
Total .....	102,444,346—19,771,759

The excess of imports from foreign countries consists of commodities that France can not produce, such as petroleum, opium, noix d'arc, tea, Asiatic manufactures (such as clothing and shoes of silk), or products which France could furnish only at an immense cost.

Referring to articles of extra-Asiatic origin or manufacture, it would be difficult to deny that, under the protective tariff, importation from France tends to as complete a development as is possible, and has made enormous progress. Textile fabrics, stones and combustible minerals, liquors, manufactures in metal and metals, arms, powder, and munitions, and divers manufactured articles represent over 60 per cent of the imports. Over 50 per cent of this percentage belongs to France. We sell 85 per cent of the cotton fabrics consumed in Indo-China. We can not compete with China in silks any more than we can furnish the petroleum or coal. The demand

for colonial commodities is being more and more supplied by the country itself. An experience of over six years has proved that in the matter of cotton yarn, it is impossible to overcome the competition of British India, even with a protective tariff of 25 per cent. French products are powerless to struggle against the British India product, which represents a value of 9,600,000 francs (\$1,852,800) in the imports. But the establishment of the spinning industry in Tonkin will permit us at least to remunerate French capital, since we can not consume French cotton,

Consul Covert adds:

The value of French imports into Indo-China since 1886 is stated as follows:

Year.	Value.	
	Francia.	
1886.....	15,513,000	\$2,994,009
1894 (after the tariff act of 1892).....	20,141,000	3,837,213
1895.....	28,326,000	5,466,918
1896.....	29,385,000	5,671,305
1897.....	35,784,000	6,906,312
1898.....	44,415,000	8,572,095

This is a progress of 300 per cent in twelve years and 200 per cent during the last four years. During the period 1886-1898, the total imports of Indo-China have increased only about 17 per cent, as shown below:

	Francia.
1886.....	85,800,000=\$16,500,000
1898.....	102,400,000= 19,700,000

The 44,415,000 francs' (\$8,572,000) worth of exports from France in 1898 was distributed as follows:

	Francia.
Cochin China and Cambodia.....	23,481,000=\$4,531,833
Tonkin.....	20,413,000= 3,939,709
Anam.....	474,000= 91,482

The 58,028,000 francs (\$11,199,000) worth of foreign merchandise was distributed as follows:

	Francia.
Cochin China and Cambodia.....	31,482,000=\$6,076,026
Tonkin.....	23,248,000= 4,486,864
Anam.....	3,298,000= 636,514

The merchandise received from foreign countries was principally from—

	Francia.
Hongkong.....	39,700,000=\$7,662,100
Singapore.....	7,348,000= 1,418,164

The report emphasizes the importance of Hongkong in the colonial commerce of France. It fixes the value of Chinese merchandise sold in Indo-China at 20,000,000 francs (\$3,860,000).

## JAPAN.

On July 17, 1899, the new treaties between Japan and foreign countries<sup>1</sup> became operative and the new tariff went into effect. The regulations for the new open ports, those relating to foreigners, etc., have been published in the Consular Reports during the year. In regard to the changed conditions, the London and China Telegraph, London, January 2, 1900, says, in part:

We are not quite sure how far the privilege that came into force on July 17, by which anyone desirous of starting a newspaper could do so—subject, of course, to the Japanese law—has been availed of, nor how far the regulations as to the tenure of land have settled themselves in practice. But there is no doubt that under the new regulations foreigners now possess full power to practically own land in Japan on which they have full liberty to place machinery, plant, and buildings—a liberty that

<sup>1</sup> The treaties with France and Austria came into effect August 4.

was conspicuous by its absence under the old regulations. Some doubt having arisen as to the duration of the ownership of land, it is authoritatively explained that the terms of holdings comprise not only the twenty-year leases (which are comparable to the English lease of a house for seven, fourteen, or twenty-one years), but also superficies, which is the right to use another person's land for the purpose of erecting thereon buildings, in consideration of an annual rent, without any limit of term.

Another point of interest is that relating to commercial partnerships between Japanese and Europeans. Under the old order of things these were forbidden; but this restriction being now removed there will doubtless crop up from time to time copartnerships—the fruit of self-interest, imagined or real—that may prove of service to the partners and to the trading community.

Consul Lyons, of Hiogo, gives the following additional facts as to the rights of foreigners in Japan:

According to the Japanese law, foreign corporations are allowed to be established, but no foreigners are allowed to hold land. Foreign corporations can lease property from natives.

#### TRADE.

According to Consul-General Gowey, of Yokohama, the total imports in 1898 were valued at \$138,196,000, and the exports at \$81,072,000. The chief countries which took part in the trade were:

Countries.	Exports.	Imports.	Countries.	Exports.	Imports.
China .....	\$14,538,000	\$15,200,000	Philippines.....	57,000	1,640,000
Hongkong.....	15,176,000	7,820,000	Great Britain.....	3,876,000	31,228,000
British India.....	3,064,000	20,800,000	Germany.....	1,229,000	12,754,000
French India.....	55,000	18,280,000	France.....	10,207,000	3,476,000
Korea.....	2,910,000	2,888,000	Belgium.....	50,000	2,149,000
Siam.....	20,000	2,078,000	United States.....	23,560,000	19,920,000

Mr. Gowey quotes a British Foreign Office report to the effect that the proportion of the trade of Japan which falls to the United States has risen by leaps and bounds during the past few years. Imports from our country increased, in 1896, 84 per cent over the figures for the preceding year; in 1897, 57 per cent, and in 1898, 45 per cent. The attention of our manufacturers, adds Mr. Gowey, should be especially called to the necessity of following directions as to size, shape, weight, etc., in filling orders for the Japanese market. To obtain the benefit of the conventional tariff, goods of over the value of \$50 must be accompanied by certificates of origin, issued at port of shipment or place of dispatch. These certificates must be attested by Japanese consuls, or in their absence, by chambers of commerce, or mayors or magistrates. One of the leading importers in Yokohama, it seems, has built up a good trade in American labor-saving inventions.

Consul Lyon, of Hiogo, says that in bicycles, condensed milk, electric-light apparatus, flour, cigarettes, wire nails, iron bridge and building materials, sole leather, kerosene, printing paper, rails, timber, tobacco, and railway materials (excluding locomotives) the United States leads all other countries in exports to Japan. He calls attention, however, to the fact that we supply no part of the large import of cotton textiles.

Imports in 1899 have of course been affected by the new tariff, large stocks of goods having been laid in previous to the date of its taking effect. Trade fell off in the first six months of 1899, says Mr. Lyon, 40 per cent, but imports from the United States decreased only 15.4 per cent, against a loss of 43.6 per cent from Great Britain. Although the new duties have acted as a hindrance to American exportations to Japan, it is noteworthy that these have not been excluded to the same

extent as those from European countries. Raw cotton remains on the free list; flour is subjected to a light tariff; pig iron, locomotives, rails, and railway materials, now pay 5 per cent duty; iron screws, nails, and machinery of all kinds, 10 per cent.

In the first six months of 1899, the United States assumes first place in imports to Japan, with a value of \$10,191,000; British India follows, having sent goods amounting to \$10,027,000; Great Britain comes third, with shipments of \$8,789,000; China comes fourth, Germany fifth, and France sixth.

In the line of locomotives, however, imports from the United States show a serious decrease, and Mr. Lyon urges our manufacturers to make greater efforts to hold the field.

#### CURRENCY.

In a recent report on the adoption of the gold standard in Japan, Count Matsukata Masayoshi, Japanese minister of state for finance, says in regard to the operation of the law of October, 1897:

Since the adoption of the gold standard, our currency has been freed from constant fluctuations in its exchange rate, to which it was subject before. Owing to this latter fact, moreover, the relations between the claims of the creditor and the liabilities of the debtor became less subject to sudden and unexpected changes; business transactions were made safe; an improvement in credit took place in the community at large; prices became more constant. In a word, the way was now opened for the steady and orderly growth of our commerce and industry.

Leaving out of account in this section the questions concerning the effect of the coinage reform on the foreign trade of the country, it can be very clearly seen that since October, 1897, the prices of commodities have kept comparatively even; that while there have been some changes, yet when compared with the sudden and great changes which used to occur formerly, we must say that the fluctuations were remarkably small. Besides, these small changes in the price of commodities can be amply explained by referring to the partial failure of rice crops, to the sudden expansion of industry and then to its sudden depression, to a stringency in the money market, as well as to some other causes. These changes in the price of commodities were due, therefore, to the natural working of the economic law of supply and demand in the commodities themselves. If we notice the fact, moreover, that the amount of checks and bills cleared at the clearing houses in Tokyo and Osaka has remarkably increased during these recent months, notwithstanding the fact that during this very time there prevailed much business stagnation everywhere, we can not but conclude that business transactions on credit have come to prevail more widely and freely than before.

The beneficial result of the coinage reform is seen in another direction. Now that the capitalists of the gold-standard countries have become assured that they will no longer be in constant danger of suffering unexpected losses from investments made in this country on account of fluctuations in the price of silver, they seem to show a growing tendency to make such investments at low rates of interest. This tendency, if encouraged, will doubtless bring about a closer connection between this country and the central money markets of the world—a state of things which I believe we shall be able to see realized more and more fully as years go on.

So far as our trade with gold-standard countries is concerned, our adoption of the gold standard, which made us use the same standard of value as those countries, has proved to be a source of great benefit. This may be inferred from the fact that changes which have since taken place in the rate of foreign exchange have been but very slight, and are all traceable to changes in the condition of the foreign trade of the country, and not traceable, as formerly, to sudden changes in the price of silver. For this reason there was eliminated from our foreign trade much of that speculative element which was caused by constant changes in the value of our currency; so that the way was at last opened for the steady and natural development of the foreign trade of the country. Again, concerning our commerce with silver-standard countries, contrary to the gloomy prospects indulged in by some critics, our trade with those countries has not ceased to make a steady growth, and this in the face of certain events occurring in the interior of China, our greatest customer among the silver countries, events such as natural calamities and disturbances which have greatly hindered the commercial activity of that country.

Since our coinage reform enabled us to avoid all the evil effects of fluctuations in the price of silver, we stand now no longer, as formerly was the case, under the necessity of making plans for financial matters with the currency constantly changing in value, and sometimes suffering unexpected losses and evils in times when those fluctuations are unusually violent. All those fears of miscalculation and losses have now become things of the past. Most particularly in the last few years, when national expenditures for things bought abroad, such as war ships, etc., have greatly increased in amount, we have doubtless been able to avoid, on account of our coinage reform, great losses on the part of the national treasury. Besides, since our adoption of the gold standard, our Government bonds have been sold in no small amount in the European market, so that their names appear regularly in the price list of the London Stock Exchange. This fact at once converted our bonds into an international commodity, and will no doubt lead to a closer relationship between our home and the foreign money markets.

The writer quotes a report of the higher commission on agriculture, commerce, and industry, which says that the effect of the coinage reform upon the foreign trade has been beneficial, without a trace of evil.

### KOREA.

Consul-General Allen, of Seoul, gives the trade in 1898 as follows:

#### *Total trade of Korea in 1898.*

Description.	Value.	
	Yen.	
Total net imports from all countries.....	11,818,375	\$5,909,187.50
Total exports.....	5,709,489	2,854,794.50
Total trade.....	17,527,864	8,763,982.00
Export of gold.....	2,375,725	1,187,862.50

#### Mr. Allen adds:

Korean trade for 1898 shows a falling off in comparison with reports for the year 1897. The total trade for 1897 was 23,511,350 yen (\$11,755,625 gold), while for the year 1898 it was 17,527,864 yen (\$8,763,982 gold). In spite of this general falling off, importations from the United States have increased. The customs returns are not clear as to the proportion of American goods, they being often classed with English and European products. I have prepared a list of American imports, however, showing that goods which may be safely considered as American were imported in 1898 to the value of 1,270,075 yen (\$635,037.50 gold), of which the chief items were: Railroad material, \$297,861.50; kerosene, \$189,380.

The Seoul-Chemulpo Railway, 25 miles in length, standard American gauge, connects Seoul, the capital of Korea, with Chemulpo, the chief port of the country. This road was being built by Messrs. Collbran and James, Americans, for the American concessionaire, James R. Morse, at a cost of \$1,500,000 gold, including an extensive iron bridge over the Han River, which was to cost \$190,000. The material was mostly on the ground, and the earthwork was about completed, together with the abutments of the bridge and an extensive sea wall and reclaimed foreshore, when, on December 31, 1898, the concession and properties were sold by Mr. Morse to a Japanese syndicate. The work is intended to be completed during 1899. This is the first railroad to be built in Korea, and the materials and equipment are almost entirely from America. The Japanese have a concession to connect Seoul with the port of Fusan, several hundred miles distant at the extreme southern end of the peninsula. Engineers are now going over the proposed route.

A French syndicate holds a concession for a railroad to connect Seoul with the northwestern border, where at one time it was supposed such a line would connect with the Russian lines in Manchuria. There seems to be no present indication that this road will be built.

H. Collbran, the American contractor for the Seoul-Chemulpo Railway, is just completing the construction of an overhead-trolley electric street railroad of some 6 miles in length, in Seoul, for a Korean company. The materials for this road are from America and Japan, the car bodies having been neatly constructed by the Japanese.

During the past year, a concession was granted to an English syndicate for a mining district to be hereafter selected and to be worked for a period of twenty-five years upon terms somewhat similar to those of the American and German concessions—that is, upon a payment to the Korean Government of one-fourth of the net proceeds of such work.

The American gold mines in the northern province of Peng Yang are becoming promising, judging by the activity with which the work is prosecuted. This company employs nearly 40 Americans at its mines, which include the whole district of Woon San, some 1,000 square miles. The work at present is in rock, though the placers are good and will receive attention later. The company at present works only 20 stamps, but 40 stamps more, from the Union Iron Works, are being erected. Some 1,200 Koreans are employed in and about the mines in various capacities. The prospects are excellent.

#### PERSIA.

The trade in 1898, says Consul-General Bowen of Teheran, as represented in consular statistics, amounted as nearly as can be ascertained to about \$40,000,000, which would be a fair average for some years past. Of this sum, the imports were \$26,500,000 and the exports \$13,400,000, or the former in excess of the latter by \$13,000,000. A variety of circumstances and conditions contribute to produce in the foreign trade of the country this unprofitable inequality, which tends to perpetuate the unsatisfactory state of the financial exchange. The want of capital and enlightened enterprise in the producers, the extremes of heat and cold in the climate, the poverty of the soil, a scarcity of water, a lack of means of transportation, and the primitive implements and machinery used in the production of natural and manufactured articles are some of the hindrances to the expansion of the national industries. Great Britain and Russia, rivals for supremacy in the Persian trade, exercise their energy, ingenuity, and foresight to supply the bazaars and markets with a variety of articles which could as well be made at home.

The heavy transit duties levied by the Russian custom-house on all foreign goods passing through the Caucasus, continues Mr. Bowen, practically close that route to all importations from western countries. With this means of access barred, and the additional distance taken into consideration, United States trade must labor under serious difficulties, and can not expect to compete with other sources of supply on equal terms. Persians are, however, fond of novelties, and many of our ingenious contrivances should find a sympathetic market—for instance, photographic and electric lighting apparatus and steam and other pumps are becoming appreciated. Clocks, lamps, and locks of American manufacture, and canned goods, though not imported directly, are sold in the foreign stores. If Russia could be induced to reduce the transit duties to reasonable terms, we could send agricultural implements and machinery, carriages, drugs, and general stores with a prospect of good profit.

#### PHILIPPINE ISLANDS.<sup>1</sup>

According to a statement published by the War Department, imports at Manila from July to September, 1899, inclusive, were valued at \$5,802,581, excluding specie, which amounted to \$52,520 in gold and \$255,294 in silver. At this rate, the annual imports at Manila would

<sup>1</sup>As the War Department has charge of the government of the Philippines, it supplies all recent statistics of trade. For the commerce of the chief foreign countries with the Philippines, see page 30. For conditions in the Philippines, see also report of Philippine Commission, Senate Document 138, 56th Congress, 1st session.

be \$25,300,000. A comparison with the amounts for all Philippine ports for the fifteen years ending with 1894, during which time the average yearly imports of the archipelago amounted to only \$17,039,044, (or approximately two-thirds of the valuation indicated by the trade of the three months ending with September, 1898, for Manila alone), shows how the trade is developing.

The following statement shows the relative positions of the countries shipping to the Philippines, according to the value of the merchandise imported from each during the three months named:

China .....	\$2, 454, 103
United Kingdom .....	916, 501
Spain .....	633, 405
Australia .....	410, 252
Germany .....	357, 828
United States .....	329, 114
British East Indies .....	298, 364
Netherlands .....	93, 521
Japan .....	73, 522
France .....	65, 146
Russia .....	35, 343
Belgium .....	30, 967
Switzerland .....	27, 242
Dutch East Indies .....	21, 993
Italy .....	17, 117
Austria-Hungary .....	7, 170
Denmark .....	793
Total merchandise .....	5, 802, 581

The total value of cotton and its manufactures imported into Manila during the three months was \$1,374,210, of which the United States furnished goods amounting to \$1,479. The United Kingdom furnished a total value of \$563,816; Spain, China, Germany, British East Indies, the Netherlands, Switzerland, France, Italy, and Belgium all led our country.

Iron and steel in bars and other unfinished forms were imported to the value of \$57,541, of which amount \$760 worth came from the United States. Cutlery and side arms valued at \$14,470 were furnished by other countries and none by this.

Of electric machinery, \$1,400 worth of a total of \$1,580 is credited to this country, though it shipped none of the six sewing machines entered. Other machinery was valued at \$24,000, of which our share was only \$2,381.

Of the 260,405 gallons of refined mineral oils imported, all excepting the odd hundreds came from Russia.

Of the \$21,928 of fresh or dried fruits imported, \$616 worth came from the United States; of the \$63,260 of potatoes and all other vegetables, \$738 came from the United States; of the \$10,704 of other breadstuffs, \$1,220 came from the United States; of the \$97,935 worth of preparations for food, \$2,098 came from the United States; of the \$18,698 of lard and tallow, \$759 came from the United States and \$17,415 from China; of the \$19,586 of butter and oleomargarine, \$791 came from the United States; of the \$10,444 of cheese, \$1,474 came from the United States.

The following alimentary items made a more favorable showing: There were imported from the United States 2,123 barrels of wheat flour, valued at \$15,708; from China and Japan, 10,004 barrels, valued at \$59,818; from the United States meat valued at \$7,646, from



other countries, at \$25,432; and of miscellaneous provisions, \$6,362 from the United States, and from other countries, \$18,274.

Among the larger items appearing in the statement are wines and cordials, of which Spain supplied 38,783 gallons, valued at \$76,689, while the United States came second with 9,282 gallons, valued at \$18,570.

The largest single item of importation, aside from cotton goods and coal, appears to have been rice, of which 14,760 tons were entered, having a value of \$487,591. Paper and manufactures of the same also make a good showing, the total valuation being \$146,945, of which two-thirds came from Germany and Spain, the United States following with the value of \$15,284. The entries of glass and glassware from this country during the three months named amounted to \$105,399, which was about two-fifths of the total and more than double the showing of any other country.

In a memorandum concerning conditions in the Philippines (see Senate Doc. No. 62, Fifty-fifth Congress, third session) Major-General Greene gave the following data:

These islands, including the Ladrões, Carolines, and Palaos, are variously estimated at from 1,200 to 1,800 in number. The greater portion of these are small and are of no more value than the islands off the coast of Alaska. The important islands are less than a dozen in number, and 90 per cent of the Christian population live on Luzon and the five principal islands of the Visayas group.

The total population is somewhere between 7,000,000 and 9,000,000. This includes the wild tribes of the mountains of Luzon and of the islands in the extreme south. The last census taken by the Spanish Government was on December 31, 1887, and this stated the Christian population to be 6,000,000 (in round numbers). This is distributed as follows:

Islands.	Area.	Popula- tion.	Per square mile.
Luzon .....	44,400	3,426,000	79
Panay .....	4,700	785,000	165
Cebu .....	2,400	504,000	210
Leyte .....	3,800	270,000	71
Bohol .....	1,300	245,000	188
Negros .....	3,300	242,000	73
Total .....	59,800	5,422,000	91

The density of population in these six islands is nearly 50 per cent greater than in Illinois and Indiana (census of 1890), greater than in Spain, about one-half as great as in France, and one-third as great as in Japan and China.

Although agriculture is the chief occupation of the Philippines, yet only one-ninth of the surface is under cultivation. The soil is very fertile, and even after deducting the mountainous areas it is probable that the area of cultivation can be very largely extended and that the islands can support a population equal to that of Japan (42,000,000).

The chief products are rice, corn, hemp, sugar, tobacco, cocoanuts, and cacao. Coffee and cotton were formerly produced in large quantities—the former for export and the latter for home consumption; but the coffee plant has been almost exterminated by insects and the homemade cotton cloths have been driven out by the competition of those imported from England. The rice and corn are principally produced in Luzon and Mindoro, and are consumed in the islands. The rice crop is about 765,000 tons. It is insufficient for the demand, and 45,000 tons of rice were imported in 1894, the greater portion from Saigon and the rest from Hongkong and Singapore; also 8,669 tons (say 60,000 barrels) of flour, of which more than two-thirds came from China and less than one-third from the United States.

The cacao is raised in the southern islands, the best quality of it at Mindanao. The production amounts only to 150 tons, and it is all made into chocolate and consumed in the islands.

The sugar cane is raised in the Visayas. The crop yielded in 1894 about 235,000 tons of raw sugar, of which one-tenth was consumed in the islands, and the balance, or 210,000 tons, valued at \$11,000,000, was exported, the greater part to China, Great Britain, and Australia.

The hemp is produced in southern Luzon, Mindoro, the Visayas, and Mindanao. It is nearly all exported in bales. In 1894 the amount was 96,000 tons, valued at \$12,000,000.

Tobacco is raised in all the islands, but the best quality and greatest amount in Luzon. A large amount is consumed in the islands, smoking being universal among women as well as the men, but the best quality is exported. The amount in 1894 was 7,000 tons of leaf tobacco, valued at \$1,750,000. Spain takes 80 per cent and Egypt 10 per cent of the leaf tobacco. Of the manufactured tobacco, 70 per cent goes to China and Singapore, 10 per cent to England, and 5 per cent to Spain.

A report on the mineral resources of the Philippines, issued by the United States Geological Survey, says, in part:

*Coal.*—So far as is definitely known, the coal of the islands is all of Tertiary age, and might be better characterized as a highly carbonized lignite. It is analogous to the Japanese coal and to that of Washington, but not to the Welsh or Pennsylvania coals. Such lignites usually contain considerable combined water (8 to 18 per cent) and bear transportation ill. They are also apt to contain much sulphur, as iron pyrite, rendering them subject to spontaneous combustion and injurious to boiler plates. Nevertheless, when pyritous seams are avoided and the lignite is properly handled it forms a valuable fuel, especially for local consumption. In these islands it would appear that the native coal might supplant English or Australian coal for most purposes. Lignite is widely distributed in the archipelago. Some of the seams are of excellent width, and the quality of certain of them is high for fuel in this class.

Coal exists in various provinces of the island of Luzon (Abra, Camarines, Batan, Sorsogon). The finest beds thus far discovered appear to be in the small island of Batan, lying to the east of the southern portion of Luzon.

*Petroleum.*—In the island of Zebu petroleum has been found associated with coal at Toledo, on the west coast, where a concession has been granted. It is also reported from Asturias, to the northwest of Toledo, on the same coast, and from Algeria to the south. Natural gas is said to exist in the Zebu coal fields. On Panay, too, oil is reported at Janiway, in the province of Iloilo, and gas is reported from the same island. Petroleum highly charged with paraffin is also found on Leyte, at a point about 4 miles from Villaba, a town on the west coast.

*Gold.*—Gold is found in a vast number of localities in the archipelago from northern Luzon to central Mindanao. In most cases the gold is detrital, and found either in existing water courses or in stream deposits now deserted by the current. These last are called "alluviones" by the Spaniards. It is said that in Mindanao some of the gravels are in an elevated position and adapted to hydraulic mining. There are no data at hand which intimate decisively the value of any of the placers. They are washed by natives largely with cocoanut shells for pans, though the batea is also in use.

In the province of Abra, at the northern end of Luzon, there are placers, and the gravel of the river Abra is auriferous. In Lapanto there are gold-quartz veins as well as gravels. Gold is obtained in this province close to the copper mines. In Benguet the gravels of the river Agno carry gold. There is also gold in the province of Bon-toc, in Nueva Ecija. The most important of the auriferous provinces is Camarines Norte. Here the townships of Mambulao, Paracale, and Labo are especially well known as gold-producing localities. Mr. Drache, a well-known German geologist, says that there were 700 natives at work on the rich quartz veins of this placer at the time of his visit about twenty-five years since. At Paracale there are parallel quartz veins in granite, one of which is 20 feet in width and contains a shoot in which the ore is said to assay 38 ounces of gold per ton. One may suspect that this assay hardly represented an average sample. Besides the localities mentioned, many others of this province have been worked by the natives.

The islands of Mindoro, Catanduanes, Sibuyan, Simar, Panay, Zebu, and Bohol are reported to contain gold, but no exact data are accessible.

At the south end of the small island of Panaon, which is just to the south of Leyte, there are gold-quartz veins, one of which has been worked to some extent. It is 6 feet in thickness, and has yielded from \$6 to \$7 per ton.

In the island of Mindanao there are two known gold-bearing districts. One of these is in the province of Surigao, where Placer and other townships show gravels and veins. The second district is in the province of Misamis. Near the settlement of Imponan and on the gulf of Macajalar there are said to be many square kilome-

ters of gravel carrying large quantities of gold with which is associated platinum. The product of this district was estimated some years since at 150 ounces per month, all extracted by natives with bateas or cocoanut-shell dishes.

**Copper.**—Copper ores are reported from a great number of localities in the Philippines. They are said to occur in the following islands: Luzon (provinces of Lepanto, Benguet, and Camarines), Mindoro, Capul, Masbate, Panay (province of Antique), and Mindanao (province of Surigao). Many of these occurrences are probably unimportant. The great island of Mindanao, being practically unexplored, is full of possibilities, but as yet no important copper deposit is known to exist there. An attempt was made to work the deposit in Masbate, but no success seems to have been obtained. On the other hand, northern Luzon contains a copper region which is unquestionably valuable. The best known portion of this region lies about Mount Data, a peak given as 2,500 meters in height, lying in latitude  $16^{\circ} 53'$ , longitude  $120^{\circ} 58'$  east of Greenwich or  $124^{\circ} 38'$  east of Madrid. The range of which Data forms one peak trends due north to Cape Lacay-Lacay and forms a boundary for all the provinces infringing upon it.

Data itself lies in the province of Lepanto. In this range copper ore has been smelted by the natives from time immemorial, and before Magellan discovered the Philippines. The process is a complicated one, based on the same principles as the method of smelting sulphosalts of this metal in Europe and America. It consists in alternate partial roasting and reductions to "matte," and eventually to block copper. It is generally believed that this process must have been introduced from China or Japan. It is practiced only by one peculiar tribe of natives, the Igorrotes, who are remarkable in many ways.

Vague reports and the routes by which copper smelted by natives comes to market indicate that there are copper mines in various portions of the Cordillera Central, but the only deposits which have been examined with any care are those at Mancanyan (about 5 miles west of Mount Data) and two or three other localities within a few miles of Mancanyan. The deposits of Mancanyan are described as veins of rich ore reaching 7 meters in width and arranged in groups. Mean assays are said to show over 16 per cent of copper, mainly as tetrahedrite and allied ores. The gangue is quartz. The country rock is described as a large quartzite lens embedded in a great mass of trachyte. An attempt has been made by white men to work these deposits, but with no considerable success. The failure does not seem to have been due to the quality or quantity of ore found.

**Lead and silver.**—A lead mine has been partially developed near the town of Zebu, on the island of the same name.

The most important deposit of argentiferous galena is said to be at Torrijos, on the small island of Marinduque (latitude  $13^{\circ} 34'$ ). A metric ton, or 1,000 kilograms, is said to contain 96 grams of silver, 6 grams of gold, and 565.5 kilograms of lead.

In Camarines, a province of Luzon, lead ores occur, but are worked only for the gold they contain.

**Iron.**—There is iron ore in abundance in Luzon, Caraballo, Zebu, Panay, and doubtless in other islands. In Luzon it is found in the provinces of Luguna, Pam-panga, and Camarines Norte, but principally in Bulacan. The finest deposits are in the last-named province, near a small settlement named Camachin, which lies in latitude  $15^{\circ} 7'$  and longitude  $124^{\circ} 47'$  east of Madrid. A small industry exists here, wrought iron being produced in a sort of bloomery and manufactured into plow-shares. The process has not been described in detail, so far as I know. It would appear that charcoal pig iron might be produced to some advantage in this region. The lignites of the archipelago are probably unsuitable for iron blast furnaces.

## RUSSIA IN ASIA.

Commercial Agent Greener, of Vladivostok, sends the following:

### PORTS.

According to a newspaper report, it is proposed to turn the military port of Vladivostok into a commercial port, making it the principal terminus of the Trans-Siberian Railroad. Port Arthur will then become the chief military port of eastern Siberia. Talienwan, which has been renamed "Dalny," will be the commercial port, and an "open" one, of the Pechili Gulf. Every effort will be made to make it an important trade center. The plans of streets, Government buildings, etc., are already formulated and will be put in execution, while the construction of the various lines of railroad is also being pushed to completion.

## COASTING TRADE.

The new law relating to the coasting trade, which prohibits foreign vessels sailing from one Russian port to touch at another, though situated in different seas, will give rise to some complications, so far as Talienwan (Dalny) is concerned. The law will take effect January 1, 1900. If Dalny be strictly a Russian port and within the scope of the new law, this will prevent it being considered a "free port." If it is not subject to the new law, then it must be regarded as a Chinese port. Besides, there is grave doubt whether there is Russian capital of sufficient magnitude to build steamships, which do not pay more than 5 or 6 per cent profit in the world's market.

## THE EASTERN ASIATIC STEAMSHIP COMPANY.

The plan of the Russian Government to form an eastern Asiatic steamship company, to open communication between Port Arthur, the Manchurian Railroad, Vladivostok, and other ports of the Far East, is now arranged. The service between Vladivostok and Port Arthur will soon be begun.

The new steamship company is practically part of the Eastern Chinese Railway system, a popular enterprise, in which the Imperial Government holds the majority of the stock.

Messrs. Sheveloff & Co., pioneers in the steam coasting trade, have recently found it advisable to lease their subsidy from the Russian Government for a certain term. The ships of this firm will enter the new service about January 1, 1900. It is proposed to put ten steamers on the new line.

## MANCHURIA.

Siberian papers continually refer to the time in the natural course of events when the vast and rich fields of Manchuria will become a part of the Russian Empire in the East. Here is a territory with an area of 15,000 square miles and a population of 7,000,000 only awaiting the transforming process which has made Liandoon formally Russian territory—the same process which occupied the Amur and the maritime provinces.

Manchuria at the present time is the promised land toward which all speculative eyes in Siberia are turned. On the west, north, and east, Russian frontier enfolds it—the Amur since 1858 and the maritime province since 1860—all original parts of Manchuria. The Russian Empire now has a firm grip at the south, not at all likely to be loosened, and no uprising or tumultuous advance, say Siberian writers, is needed to hasten the time when the ripe fruit will fall into the hands calmly waiting to receive it. The Cossack guards (4,200 infantry, 1,600 cavalry, and 4,000 "friends of China," gangs of Chinese officered by Russians), now patrolling the line of the Eastern Chinese Railroad, and the cost of the railroad itself are all big items of national expense, but they are worth the outlay and show the foresight and resistless energy of the Russians.

Much is said about the immense markets of the future to be formed among these Manchurians. There are wild tales of gold and the wonderful productivity of the soil. The natives themselves are a hardy, stalwart race, differing widely from their Chefoo and Hongkong and Shanghai confrères. Even in arranging the details of the grants of land and right of way the Chinese Home Government is obliged to use greater caution in dealing with its northern subjects.

The Chinese Eastern Railway is sometimes ironically called "the Manchurian branch of the Siberian Railway" (twenty-two sections of the main line are now completed, making more than 1,590 miles; Monkden to Port Arthur is already finished, and Stretinsk to Vladivostok will next be finished). It is no longer ironical; it is a sober fact.

There lately passed through Vladivostok a representative of the St. Petersburg British embassy. This gentleman had visited Habin, the great railroad center of Manchuria, a town of 6,000 people, which sprang up in eighteen months. The branch of the Russian-Chinese Bank at this place had 5,000,000 taels on hand, and 1,000,000 additional had been sent within a week.

He had inspected the line, noticed the trend of improvement, and the rapidity with which all the railway work through Manchuria was being pushed. He saw much waste of material; the helpless Baldwin locomotives sent with fire boxes for wood in a country where there is no wood, and compound engines instead of the ordinary ones. These were sent last winter from Vladivostok to Niuchwang, and after a series of accidents reached the Shanhai-Kuan-Niuchwang line, the most rickety and dangerous place perhaps on the whole railway.

But whether Government property is properly handled and accounted for or prodigally used, the road is progressing. It is thoroughly guarded; the Chinese themselves are being transformed into workingmen, guards, etc.

#### SIBERIAN RAILWAY.

According to an estimate sent by Consul-General Holloway, of St. Petersburg, about 800 miles of the Siberian Railway remain to be completed. The total length is some 3,600 miles. In regard to the condition of the road, the following newspaper extracts, transmitted by Mr. Greener, will be of interest:

#### The Sibirski Listok says:

In the haste of construction and the anxiety to get everything cheap on both the Siberian and the Trans-Baikal lines, a special kind of light rails, weighing 12 pounds to the foot, instead of the usual 24 pounds to the foot, was used. Wooden bridges were built wherever it was possible and crossings were made far apart. Under such conditions quick traveling on the road is almost an impossibility, and more than 20 miles an hour can not be made. Only one passenger and two freight trains a day are run. To add to the danger they have put on the line one of the heaviest engines in existence—the compound system. The light weight of the rails, the steep inclines, and the high gradings combined make traveling risky. On steep inclines the compound runs at a rate of 50 versts (33 miles) an hour, turning the rails out, and there is no way of stopping it. At the station of Polovinoy eleven cars were thus destroyed.

In such a condition do we find the Siberian Railroad at the present time. Fast traveling is impossible, as the rails are too light, while, on the other hand, slow traveling can not be always controlled, as the heavy engines can not be held back on the inclines. The committee of Michalovski have come to the conclusion that everything must be reconstructed. But this will cost a great sum of money—on the Trans-Baikal line alone there will have to be spent not less than 15,000,000 rubles (\$7,725,000), almost 50 per cent of the entire cost of the line; on the whole Siberian Railroad there will have to be spent not less than 50,000,000 rubles (\$25,750,000). The light-weight rails must be put aside and wooden bridges turned into firewood; everything must be rebuilt and the number of stations increased.

#### The Dalny Vostok says:

Opinions about the Great Siberian Railroad vary widely; we think that its general plan is excellent, but there is room for improvement.

On account of economy the road was built very light, little ballast being used in many places; rails on the western half of the road, especially, weigh not more than 24 kilograms (52.9 pounds) to the meter, thus making it dangerous for speedy traveling.

Further, the engineers thought it advisable to lay the line on marshy ground instead of on the neighboring highlands, where the ground is solid and firm, and in the near future it will have to be relaid. In some districts, again, a mistake was committed in the choice of the direction of the line. Tomsk, the capital of western Siberia, was left 80 versts (53 miles) on the side, and connected with the railroad by a bad road. Further, in order to foster home trade, the movable supplies and materials were ordered principally from Russian iron works in the Ural districts, and they cost twice as much as if they had been obtained in England. A great deal of material was provided in advance and rotted before it was used.

The general cost of the Great Siberian Railroad is estimated to be 350,000,000 rubles (\$180,250,000), including 118,000,000 rubles (\$60,770,000) for the construction of the Amur line from Stretinsk to Khabarovsk, which project has been changed by the building of the Manchurian line. The last will cost 100,000,000 rubles (\$51,500,000). It is true that the Manchurian Railroad is constructed by a joint stock company, but as most of the shares are in Government hands the greater part of the money must come from the Government treasury.

The cost of 1 mile of railroad is calculated at about 35,000 rubles (\$18,025) for the West Siberian division; 50,000 rubles (\$25,750) for the Trans-Baikal and Ussurian line. The construction of the railroad in North America under similar circumstances cost a great deal less than the above-mentioned sums, and yet these are calculated for 1891. The real cost will be probably increased to about 40,000,000 rubles (\$20,800,000) more, or 67,000 rubles (\$34,605) per mile, for the Trans-Baikal line.

## TRADE IN SIBERIA.

The *Moniteur Officiel du Commerce*, of Paris, says:

The importance of the Siberian market has long been recognized. The Germans especially are taking possession of the new field in oriental Siberia by the building of the railway of the Ousouri from Vladivostok to Khabarovka. A German-Siberian company has been formed at Hamburg, under the protection of the Government, for the purpose of developing commercial relations between Germany and the district of Amur. Khabarovka has been made the center of operations. Agents provided with samples have been established there, ready to exchange them for the raw products of the country. The extension of German commerce in Siberia is shown in the Russian official reports, where the statement is made that 30 per cent of the total commerce of Siberia is with Germany; Russia has 25 per cent; England follows with 15 per cent; Japan, 13 per cent; China, 12 per cent; and, lastly, the United States, 5 per cent. The port of Vladivostok is free, except for the following articles: Alcoholic liquors, tobacco, matches, petroleum, varnish, sugar, confectionery, and preserved fruits. It is one of the most beautiful roadsteads of the East, and, as a commercial and military center, by far the most important port of oriental Siberia. Besides being the naval base for the formidable fleet which Russia keeps in the Pacific Ocean, it is the terminus of the Trans-Siberian Railway, which from day to day increases its commercial importance. The commerce of the United States with Vladivostok has considerably increased. In 1897, 12,641 tons of American goods entered, against 3,180 tons in 1896. Exporters of American wood have established a permanent agency at Vladivostok. Wood from Oregon is used in the construction of the Manchurian Railway. The work on this branch line is divided into three sections, and is carried on systematically without interruption. The work is controlled by Russians, the coolies having Cossacks for overseers. American locomotives will soon be passing over the rails. A Belgian syndicate has obtained the monopoly of the restaurants and hotels to be established along the whole line of the road. A United States firm has the contract for the cartage of materials for the road and has established a branch office at Niuchwang. In addition to its fleet of steamers, this house uses several Japanese boats.

Not only is gold found in Siberia, but silver, lead, copper, coal, and iron have been discovered in great quantities along the Trans-Siberian road. The coal measures of Kuznezsk contain about 27,000 square miles and include the extraordinarily rich mines of Koltshouginka, besides enormous beds of anthracite. Measures have been taken to develop these mines; the Government has furnished the necessary funds. This will create a large market for machinery, tools, and material of every kind. Cement, wood, iron and steel, lead, cast-iron and forged pipes are already in great demand. From the 8th of September, 1898, to the 1st of January, 1909, the Russian Government has declared machines and pieces of machinery destined for the working of mines to be free from duty on all the frontiers of the Empire. Not only is there a great market for mining machines, but hundreds of other articles will find an assured sale. The field for agricultural machines is immense.

The economic situation of the Siberian peasant is, all things considered, very favorable. With 200 or 250 rubles (\$103 or \$129) he can own a farm, carts, tools, horses, cows, and other domestic animals. Farm laborers get from 50 to 75 rubles (\$25.75 to \$38.63) a year. A workman in a manufactory gets from 15 to 30 rubles (\$7.72 to \$15.45) a month. Food is generally cheap. Emigration into Siberia increases every year. More than 100,000 planters from European Russia arrived in 1897. There are twenty-eight towns of over 5,000 inhabitants. The commerce of Siberia is concentrated in these towns and is generally in the hands of a small number of individuals, but the peasant is the great consumer.

The trade of Vladivostok in 1898 is thus stated by Mr. Greener:

	Tons.
Imports .....	262,512.24
Imports in transit .....	6,902.36
Exports .....	30,944.55
Exports in transit .....	6,523.84
Total .....	306,882.99

Coal represented 31,900 tons of the imports. Europe contributed 71,506 tons, and China and Japan 39,470 tons.

## STRAITS SETTLEMENTS.

The total imports in 1898, according to Consul-General Moseley, of Singapore, were \$104,369,000 and the exports, \$90,849,000. For the first six months of 1899, the figures were \$57,937,000 and \$51,073,000, respectively. Imports from the United States in 1898 were \$1,293,000 and exports thereto \$10,400,000. There was a net increase in our trade, as compared with 1897, of 21.11 per cent. Flour, gas, electric-lighting apparatus, and machinery show the chief increases. Great Britain and British colonies supply about 44 per cent of the import trade.

## TURKEY IN ASIA.

Imports into the province of Sivas, says Consul Jewett, of Sivas, are estimated at \$2,246,000 for the year ended June 30, 1899, and exports at \$2,143,000. As usual, he continues, the balance of trade is against this portion of the country, and the same thing seems to be true of the country taken as a whole, as the statistics of all the reports from Turkey, as published in last year's Commercial Relations, give an excess of imports over exports amounting to over \$50,000,000. Cotton cloth and sewing machines are the only articles of United States manufacture sold there. A railway line, under the management of a German syndicate, connecting Constantinople and Bagdad with the Persian Gulf, is in contemplation.

The consular agent at Samsoun, Mr. Stephopoulos, says that Germany is rapidly surpassing all other nations in supplying Turkey with manufactured goods, and occupies the first place in both imports and exports. Soon after the visit of Emperor William to Constantinople, a fortnightly line of steamships was established between the Black Sea and Germany. In commercial rank after Germany come Austria, France, Belgium, Italy, and England. Many American products could find ready sale—such as hardware, cotton and woolen goods, agricultural machinery, cutlery, clocks, watches, tools, nails, lamps, and possibly flour. The superiority of our goods is well known. The new steamship line plying between New York and Constantinople will materially aid our trade.

Vice-Consul Walker, of Alexandretta, estimates the imports into that district for the fiscal year 1898–99 at \$5,116,800, and the exports at \$3,972,800. Great Britain sent \$1,690,000 of the imports; France, \$561,000; Italy, \$568,000; Austria, \$731,000; Russia, \$112,000; Belgium, \$364,000; Germany, \$245,000; Turkey, \$332,000; the United States, \$2,510. The exports were divided among the principal countries as follows: England, \$22,700; France, \$1,031,300; Italy, \$262,400; Germany, \$105,600; Russia, \$15,300; Turkey, \$1,498,200; United States, \$489,400.

Consul Lane, of Smyrna, reports that there is in process of preparation an exposition of American manufactures, which will doubtless result in much good to American trade.

Consul Ravndal, of Beirut, also notes the opening of a sample room for American goods in that city. Local interest in our manufactures is growing. Flour and beer now have a foothold, and canned provisions, tools, and kitchen utensils are appearing in the stores. Imports in the year 1898–99 were \$8,971,000 and exports \$4,061,000. The

United States sent \$51,000 worth of the imports, and took \$102,800 worth of the exports.

Consul Bergholz, of Erzerum, reports that the imports in 1898 were valued at \$1,154,000 and the exports at \$792,000. For the six months ended June 30, 1899, the imports were valued at \$485,000 and the exports at \$386,800. During this period, articles valued at \$14,600 were bought from the United States; \$199,800 from England; \$32,700 from Germany; \$28,500 from France; \$69,900 from Austria, etc. Of the exports, Russia took \$25,700; France, \$45,800; Germany, \$10,500, the balance going to provinces in the Empire. Mr. Bergholz notes that the trade of Trebizonde in 1898 amounted to \$10,543,700, of which \$3,753,700 must be credited to the Persian transit trade.

A report from Consul Merrill, of Jerusalem, says that the exports from Jaffa for the year ended September 30, 1899, were valued at \$1,712,000 and the imports at \$2,211,000.



## AUSTRALASIA.

### NEW SOUTH WALES.

Imports in 1898 were valued at \$118,903,000, and exports at \$133,889,000. Trade in the first six months of 1899, says Consul Bell, of Sydney, was: Total imports, \$53,682,000; total exports, \$49,648,000. Imports from Great Britain in 1898 were \$37,700,000; from Australasian colonies, \$60,700,000; from Germany, \$3,755,000; from France, \$1,043,000; from the United States, \$7,800,000.

The exports were divided as follows: Great Britain, \$37,640,000; Australasian colonies, \$42,217,000; Germany, \$5,638,000; France, \$8,270,000; United States, \$28,961,000.

Importations from foreign (non-British) countries, says Mr. Bell, have increased about 130 per cent in the last four years, while the increase from the United States has been over 184 per cent. Our market for staple merchandise in the colony has increased at a most unprecedented rate during the period under consideration, the whole of which has been marked by discouraging seasons. We now supply 47 per cent of the total merchandise bought by the colony from foreign countries.

### NEW ZEALAND.

The value of imports in 1898, says Consul Dillingham, of Auckland, was \$40,080,000, including specie. To this amount the United States contributed \$3,900,000; Great Britain some \$25,000,000; France, nearly \$100,000; Belgium, \$184,000; Germany, \$744,000, etc. Of the total exports—\$51,185,000—the United States took \$3,338,000. Notwithstanding the increase in imports from the United States—amounting to \$838,000 in 1898 as compared with the previous year—Mr. Dillingham calls attention to the fact that it might have been much greater had our shippers been more careful in filling orders. In the past ten years, imports from the United States have more than doubled, and the exports are in almost the same proportion.

### QUEENSLAND.

Consular Agent Weatherill, of Brisbane, says that imports in 1898 were \$29,234,000, of which the United Kingdom sent \$12,454,000, Australia, \$13,421,000; the United States, \$1,356,000; Germany, \$682,000, etc. Exports amounted to \$52,831,000, and were distributed principally as follows: United Kingdom, \$21,179,000; Australasia, \$30,508,000; Germany, \$61,206; Japan, \$159,000; Philippines, \$196,000. The United States received to the value of \$9.73. Business generally, he says, has improved of late. Electric roads have been built in the city under the direction of an American engineer, and Mr. Bates, another American,

is supervising the improvements of the port and harbor. Trade in American products is monthly increasing, the line of steamers running regularly between New York and Australia having largely contributed to this end.

### SOUTH AUSTRALIA.

The consular agent at Adelaide, Mr. Murphy, reports that the prolonged drought has seriously affected the exports, and, in consequence, the quantity of merchandise imported for consumption. The exports in 1898 were valued at \$33,960,000, and the imports at \$30,080,000. Great Britain has nearly 32 per cent of the import trade; Australasia, 54 per cent; and the United States 5 per cent. Of the imports from non-British countries, however, the United States has 46 per cent and Germany 32 per cent. Great Britain receives 25½ per cent of the exports, the Continent 64 per cent, and the United States and Canada 1½ per cent. Imports from the United States, it appears, are rapidly growing, and will probably soon enter into serious competition with those of England. German goods, also, are making way for those of American origin.

### TASMANIA.

Trade in 1898, says Consul Webster, of Hobart, was divided among the chief countries as follows:

Countries.	Imports.	Exports.
United Kingdom .....	\$2,265,000	\$2,099,900
British colonies .....	5,613,000	6,564,000
Foreign countries .....	243,000	156,000
Total .....	8,121,000	8,709,900

As trade is largely through Victoria and New South Wales, it is impossible, says the consul, to arrive at the value of the considerable imports from the United States, or of the exports thereto, these, however, being of small account.

### VICTORIA.

Consul-General Bray, of Melbourne, reports that the imports in 1898 were valued at \$81,605,800 and the exports at \$77,242,000. Imports from Great Britain were \$30,148,000; from the United States, \$4,299,000; from Germany, \$2,814,000. Exports to Great Britain were valued at \$32,800,000; to Germany at \$2,647,000; to the United States at \$677,000. The bulk of the trade, says Mr. Bray, has been with the adjacent colonies and England, and while France and Germany are both competitors, their competition is more restricted than that of the United States and does not show the same rate of increase. Imports from the two countries mentioned have improved some 15 per cent during the year under review, while United States trade has gained fully 70 per cent. Nor is this improvement in American imports of a spasmodic character or confined to special transactions in a line or two; it is distributed over the bulk of the imports, which year by year show healthy progress. Of the total increase in the imports in 1898, the United States is responsible for one-fourth.

## POLYNESIA.

## HAWAII.

According to the special agent at Honolulu, Mr. Sewall, imports in the first eleven months of 1899 were valued at \$15,945,349, against \$9,971,595 in the same period of 1898. The total imports in 1898 were \$11,650,890 and the exports \$17,347,000. Of the exports, \$17,346,744 worth went to the United States and some \$45,000 worth to China and Japan, the remainder being divided among other countries. The value of imports in 1898, by countries, is shown below:

Countries.	Value.	Increase.
United States .....	\$8,695,591.63	\$1,895,563.29
Great Britain .....	1,287,726.67	421,945.42
Germany .....	352,043.66	159,111.46
British colonies .....	481,768.01	800,689.90
China .....	328,851.87	68,434.47
Japan .....	354,324.98	62,008.64
France .....	43,655.55	12,658.23
Pacific Islands .....	7,292.12	1,428.08
Other countries .....	99,686.33	a 114,966.81

a Decrease.

Imports into the United States from Hawaii in 1899 amounted to \$22,188,000 and exports to Hawaii to \$11,305,000. According to United States Treasury figures, the trade with Hawaii in 1899 was:

*Imports into the United States.*

Articles.	1899.
<b>FREE OF DUTY.</b>	
Articles, the growth, etc., of the United States, returned .....	dollars. 73,942
Coffee .....	{pounds. 779,796
Fruits, including nuts .....	{dollars. 117,354
Hides and skins, other than fur skins .....	{dollars. 52,512
Free under reciprocity:	{do. 117,368
Rice .....	{pounds. 2,595,600
Sugar and molasses—	{dollars. 135,683
Sugar .....	{pounds. 462,299,880
Molasses .....	{dollars. 17,287,683
All other free articles .....	{do. 542
Total free .....	{do. 24,037
<b>DUTIABLE.</b>	
Rice .....	{pounds. 50
Sugar and molasses:	{dollars. 2
Sugar, brown .....	{pounds. 123,720
Wool, unmanufactured .....	{dollars. 5,040
All other dutiable articles .....	{pounds. 16,198
Total dutiable .....	{dollars. 810
Total imports .....	{do. 16,490
Gold and silver:	
Gold .....	dollars. 109,466

*Exports from the United States.*

Articles.	1899.
Agricultural implements.....dollars	10, 177
Animals.....do.	246, 138
Books, maps, engravings, etc.....do.	33, 432
Breadstuffs:	
Bread and biscuit.....pounds	1, 489, 914
Wheat flour.....dollars	64, 220
All other.....barrels	82, 199
Carriages and street cars, etc.....dollars	306, 748
Chemicals, drugs, and dyes.....do.	596, 779
Coal.....do.	147, 411
Copper, and manufactures of.....do.	176, 070
Cotton, manufactures of.....tons	1, 777
Fancy articles.....dollars	137, 043
Fish.....do.	6, 543
Flax, hemp, etc., manufactures of.....do.	464, 925
Fruits, including nuts.....do.	11, 537
Glass and glassware.....do.	180, 253
Gunpowder and other explosives.....do.	61, 981
Hay.....do.	81, 883
India rubber and gutta-percha, and manufactures of.....do.	39, 305
Iron and steel, and manufactures of.....do.	38, 584
Jewelry, and manufactures, gold and silver.....tons	10, 196
Leather, and manufactures of.....dollars	171, 508
Lime and cement.....do.	39, 442
Malt liquors.....do.	2, 745, 817
Matches.....do.	14, 379
Musical instruments.....do.	269, 926
Oils.....do.	46, 356
Paints, pigments, and colors.....barrels	50, 642
Paper and stationery.....dollars	136, 828
Provisions (meat and dairy products).....do.	31, 300
Spirits.....do.	40, 235
Sugar, refined.....do.	171, 583
Tobacco, manufactures of.....do.	67, 928
Vegetables.....do.	128, 023
Wine.....do.	301, 459
Wood, and manufactures of:	
Boards, deals, etc.....pounds	32, 373
Household furniture.....dollars	2, 684, 849
All other.....do.	100, 311
Wool, manufactures of.....do.	237, 122
All other articles.....do.	62, 100
	99, 501
Total domestic exports.....do.	47, 698
Total foreign exports.....dollars	459, 177
Total exports of merchandise.....do.	224, 869
Gold and silver:	
Gold.....do.	207, 656
Silver.....do.	85, 700
	785, 723
	9, 006, 671
	298, 799
	9, 305, 470
	1, 678, 190
	237, 704

**NEW CALEDONIA.**

Imports in the first half year of 1899 amounted to \$1,074,700, and exports to \$978,000, according to Commercial Agent Wolff of Noumea. France sent over half of the imports, and Australia some \$400,000 worth. The exports were twice as much as those in a like period of 1898 on account of the development of the mining industry. Imports also show an increase.

**SAMOA.**

Consul-General Osborn reports that the imports in 1898 were valued at \$370,000 and the exports at \$285,000. Germany sent \$63,000 worth, the United States \$52,000, England \$8,000, Australasia \$212,000.

Of the exports, \$33,000 worth went to the United States, \$57,000 to New Zealand, \$17,000 to Chile, and \$139,000 to Europe. "Copra," says the consul-general, "is the only export of importance. There are also four or five consignments of pineapples, bananas, and limes, and a small amount of cured cacao shipped every year. The copra crop this year is the largest on record. Cacao is beginning to give some return on investments, and the quality is excellent. For the eight months prior to May, 1899, no copra was shipped to the United States, as a better price was offered in Sydney. A new contract has since been made, and up to October 5, 1899, 405,416 tons, valued at \$26,122, were sent to San Francisco."

#### SOCIETY ISLANDS.

"Imports in 1898 were valued at \$599,429," says Consul Doty, of Tahiti, "and exports at \$592,000. The United States sends half of the imports, France and colonies sent \$142,000 worth, England \$38,000, Germany \$7,700. The bulk of the exports also goes to the United States—\$204,000 worth. England receives \$61,800; France and colonies \$20,500, Germany \$19,000, Russia \$27,000, Azores \$74,000."

The consul notes a decrease in imports from America of cotton goods and provisions. Shipments of barley, lumber, preserved milk, machinery and tools increased. The chief imports from France consist of Government stores. Notwithstanding the decline of trade during the year under review, the United States holds its relative position in the commerce of the islands.

#### TONGA.

From a British Foreign Office report (annual series No. 2267) the following table of the value of the commerce of Tonga for the year 1898 is taken:

Countries.	Imports.	Exports.
Azores .....		\$26,900
France .....		81,027
Germany .....	\$8,080	
Guam .....		57,226
New South Wales .....	48,279	89,454
New Zealand .....	91,551	23,743
Samoa .....	17,778	6,565
Other countries .....	5,495	7,078
Total .....	171,183	192,058

The prosperity of Tonga, continues the report, depends chiefly upon the cocoanut trees. In 1898, the export of copra was 75 per cent of the whole. There is an opening for capital in the institution of a factory and farm for the cultivation and extraction of fiber and the distillation of oil from flowers. Labor can be had from Savage Island at from 30s. to 40s. (\$7.30 to \$9.73) per month. Ramie, pineapples, and aloes grow to perfection.

# EUROPE.

## AUSTRIA-HUNGARY.

Commerce in 1898, according to official statistics, was chiefly divided among the following countries:

Total imports (exclusive of specie) .....	\$327,920,476
Total exports .....	303,918,948

### *Imports and exports by countries (special commerce).*

Countries.	Imports.	Exports.
Germany.....	\$114,662,520	\$170,708,106
Switzerland.....	10,182,480	13,007,428
France.....	9,922,640	11,031,020
Belgium.....	6,294,624	2,846,680
Russia.....	27,694,072	13,065,496
Great Britain.....	28,128,492	30,281,510
Servia.....	6,966,554	4,474,932
Turkey.....	6,962,900	12,727,694
British India.....	17,118,584	6,679,106
Italy.....	24,061,846	23,619,580
United States.....	27,268,434	5,868,324

Trade in 1899, says Consul-General Hurst, of Vienna, improved considerably, exports gaining \$25,000,000 in the first six months and imports decreasing over \$14,000,000. The new crown currency<sup>1</sup> went into effect January 1, 1900. A fact of importance to the United States is the adhesion of Bulgaria to the decree prohibiting the importation of cotton-seed oil. This oil had been largely used in the principality and the import was rapidly growing. The recent regulations on the subject are severe. The import of any oils intended for eating purposes in which a chemical analysis can reveal the slightest trace of cotton-seed oil is prohibited.

Consul Donzelmann, of Prague, reports that Bohemia offers a good field for American corn and meal, as well as for clocks, furniture, fruits, machinery, etc.

Consul Mahin, of Reichenberg, notes a decline in imports of grain from the United States in 1899, on account of the good crops of the country. Imports of bacon also declined 25 per cent in the first six months and of lard nearly 50 per cent. Imports of suet, however, increased 400 per cent; of timber, 300 per cent; machine oil, 50 per cent, etc. Imports of cotton from the United States have declined, while those from British India are growing.

## BELGIUM.

Imports of merchandise in 1899, says Consul-General Lincoln, of Antwerp, were valued at \$406,817,000 and exports at \$342,072,000, representing a gain of 8 and 4 per cent, respectively, as compared

<sup>1</sup>The substitution of crowns for florins or guldens, see p. 8.

with the figures for the preceding year. Imports from the United States in 1898 were valued at \$58,498,000, showing an advance of 31 per cent over those for 1897. The increase was mainly in grain, drugs, cotton, animals, etc. Exports to the United States decreased over \$1,500,000; the total amounted in 1898 to \$9,958,800. They showed a decrease in the lines of sugar, raw textiles, hemp and flax, woolen textiles, glassware, arms, metals, etc.

Imports from France were valued at \$52,754,000; from England, \$39,976,000; from Germany, \$38,836,000; from Holland, \$29,388,000. Exports to the same countries were: Germany, \$74,923,000; France, \$60,661,000; England, \$57,168,000, and Holland, \$36,948,000.

Consul LeBert, of Ghent, notes the enormous increase in imports from the United States in the past three years. In 1890, it appears, our country had the fifth place in importance in importations. It has now risen to a commanding place in the trade. Consul Roosevelt, of Brussels, however, points out that England and Germany control many lines of trade, such as cutlery, shoes, tools, hardware, machinery, railway material, clocks, stoves, etc., in which we should have a good share. Most of these articles, he says, are imitations of American products.

Consul Winslow, of Liège, says that American machinery has been placed during the last year to a considerable extent in his district and the outlook for 1900 is bright.

#### DENMARK.

Vice-Consul Blom, of Copenhagen, gives the exports in 1898 at \$86,564,000 and the imports at \$121,940,000. The chief reasons for the difference between imports and exports, he says, were the enforced stoppage of export of Danish cattle, the high price of foreign grain and coal, and the increased import of lumber and wood, and especially of foreign vessels. The distribution of trade was mainly as follows:

Countries.	Imports.	Exports.
Norway .....	\$2, 216, 092	\$2, 714, 840
Sweden .....	14, 114, 220	8, 902, 692
Russia .....	10, 162, 292	3, 707, 244
Germany .....	35, 831, 868	15, 115, 468
Great Britain .....	26, 046, 116	53, 579, 096
France .....	2, 450, 592	226, 484
Spain and Portugal .....	2, 033, 584	41, 540
United States .....	17, 176, 666	647, 756

The vice-consul adds:

Business between the United States and Denmark is increasing rapidly. Reliable statistics for 1899 are not ready, but even if they were, they would give but an inadequate idea of the comparatively enormous business with the United States, as many goods of American origin reach Denmark indirectly and are not credited to the United States. Denmark has in 1899, no doubt, bought over \$20,000,000 from the United States, against \$16,000,000 in 1898 and \$13,000,000 in 1897, mostly grain and feeding stuffs; but there is hardly an American manufactured article which has not found its way to Denmark, and I am happy to say that I now hear but few complaints of United States goods.

## FRANCE.

The imports of France in 1899 are stated at \$813,909,900, and the exports at \$752,534,400. For 1898, Consul-General Gowdy, of Paris, gives the imports at \$1,077,519,000 in the general and \$863,096,000 in the special commerce. Exports were \$901,985,000 and \$677,603,000, respectively. The special commerce with the chief countries was:

Countries.	Imports.	Exports.
United States .....	\$120,316,000	\$40,472,000
England .....	97,445,000	197,168,000
Germany .....	64,462,000	76,042,000

The consul-general calls attention to the fact that, both in general and special commerce, imports from the United States lead those of other countries. The chief imports from the United States into France are cereals, cotton, wool, copper, petroleum, cotton oil, tobacco, etc. Exports to the United States consist mainly of silk and cotton manufactures, leather goods, feathers for millinery, woollens, gloves, wines, and artificial flowers.

The trade of France with the Philippine Islands, Cuba, and Puerto Rico is stated as follows: Imports into France from the Philippines, general commerce, \$1,829,254, against \$2,168,741 in 1897. In special commerce, the imports in 1898 were \$1,439,587, against \$1,980,566 in the previous year. Exports from France for the two years were: General commerce, 1898, \$116,560; 1897, \$126,801; special commerce, 1898, \$65,560; 1897, \$108,400. Imports from Cuba and Puerto Rico are classified together. In the general commerce, they amounted to \$2,913,250 in 1898, and in the special commerce, to \$1,577,708.

Consul Jackson, of La Rochelle, notes an increase in the importations from the United States into his district of agricultural implements, bicycles, carriages, lard and hams, dried apples, hardware and window sashes, locomotives, steel and iron, and sewing machines. Ice-cream freezers and graphophones are also coming into favor.

Consul Covert, of Lyons, reports a market for steel billets and coal. American glazed kid is sold all over France, he says, for shoes. Consul Skinner says that an enormous expansion is taking place in the trade between Marseilles and the United States. "It is not too much to say," he continues, "that Marseilles business now secures its impulse from New York, and the relations of this port with America are more important to local industrial interests than those sustained with any other power." He notes that thousands of tons of sulphate of copper are consumed there annually, and says that as soon as the discriminating duty ceases to exist, America will dominate the market. In coal there appears to be an excellent opening for United States trade in the Mediterranean.

## GERMANY.

The imports in 1899 were valued at \$1,308,013,000 and the exports at \$983,561,200, according to official returns.

Consul-General Mason, of Berlin, gives the imports in the entire



year of 1898 as \$1,303,680,000 and the exports as \$952,415,000. Trade with the principal countries was as follows:

Countries.	Imports.	Exports.
Belgium .....	\$47,922,728	\$44,570,736
France .....	63,141,638	48,878,060
England .....	196,519,986	191,311,540
Italy .....	40,534,970	22,463,344
Netherlands .....	43,818,180	66,661,658
Austria .....	157,359,888	107,976,554
Russia .....	173,040,518	97,490,512
Sweden .....	24,499,482	25,458,622
Switzerland .....	41,297,284	60,912,054
British India .....	52,584,196	13,597,178
Argentina .....	34,733,720	10,649,786
Brazil .....	24,897,418	10,747,128
United States .....	208,782,644	79,625,756

The following extracts are from Mr. Mason's report:

The record of 1898 in Germany was that of a year during which the extraordinary industrial and commercial prosperity that had begun in 1894 and rose to notable proportions in 1897 was continued in steadily increasing volume and importance. As it was said of 1897 that it was a year during which "every chimney in the Fatherland was smoking, every wheel turning," it can be said of 1898 that it saw not only the same feverish activity everywhere, but the number of wheels and chimneys in service largely increased.

It was during this year that the occupation of Kyao-chau, the notable extensions of the range and effectiveness of subsidized steamship lines, and the efforts of the Government to enlarge its navy, proclaimed definitely the vigorous foreign policy of the Empire, its determination to maintain and extend its political and commercial relations as a world power, with its skilful persistent grasp upon every accessible foreign market and its flag upon every sea. Turn where one may in Germany, among the statistics of the year, there is found everywhere the uniform record of accelerated activity, enlarged production, augmented home consumption, and increased foreign trade.

The figures of exports to our country show an increase of over \$9,500,000 during the last fiscal year over those of the year last preceding, and reflect the growing demand for imported manufactures—largely articles of dress and luxury—which has come with the increased prosperity and consequent purchasing power of a vast majority of people in the United States. They are also significant from the fact that the figures for 1898 cover the first fiscal year during which imports have been wholly under the United States tariff of July 24, 1897, and free from the disturbing influences that always attend the introduction of a new schedule of import duties. They prove again what so many foreigners—especially Germans—have been unwilling to believe, that it is not so much the rate of duty that governs many classes of imports as the fact whether the American people are or are not prosperous at home and have or have not money to spend on luxuries from abroad which can not be or are not made at home.

Another important factor—especially in many branches of textile products—is the growing productive capacity of the United States. It is in this department—manufactures of silk, woolen and cotton dress goods, hosiery, underwear, etc.—that the principal losses in German exports during the past two years will be found, and in most of these cases the diminished import is balanced by a more than corresponding increased production of similar merchandise by factories in the United States.

None of these facts, however, has served to allay the irritation of the German press, particularly the trade journals, most of which represent, more or less aggressively, some special industry or branch of trade, and which are never weary of pointing to the marked disparity between German exports to the United States and imports from our country. This they attribute wholly to the tariff, and what they are pleased to term the "chicanery" of customs officers, by which is meant the efforts of appraising officers to ascertain and fix uniform, dutiable values on imports, which are not always identical with the market value as declared by European exporters. There is behind all this complaint another sentiment, which has become more especially outspoken during the past six months. Economic writers of all creeds in Germany are amazed by the unexampled growth of American exports, especially of manufactured products, during the past three years, and they argue that a fiscal

policy which has entailed such results in the United States could not fail to be equally advantageous to Germany, and there is now a demand, more general and imperative than at any time hitherto, that the new German tariff which has been formulated after years of careful scientific study, and will come before the Reichstag during the latter part of this year, shall embody a general and marked increase of duties, especially upon articles of import from the United States.

The value of German exports to the United States during the calendar year 1898 was \$77,700,000, while imports to the Fatherland from our country during the same twelvemonth were, according to the best attainable statistics, \$163,800,000, a difference of \$86,100,000 which lies heavily on the hearts of the agrarians and a large class of writers and speakers who do not reflect, or at least neglect to point out, that while German exports to the United States are largely of high-class manufactured merchandise, finished and ready for consumption, imports from our country are largely food products, which Germany can not produce in sufficient quantities at home; cotton and other raw materials without which her industries would be helpless, and machinery which day by day increases Germany's productive capacity and equips her more fully for the competition of the future. Nothing of all this figures in the arguments of the complainants, who are constantly urging the German Government toward higher duties, reprisals, anything that can serve to restore the balance of trade with our country to where it was during the fiscal year of 1889, when German exports to the United States were \$68,002,594 and our imports from Germany \$81,742,546, whereas the fiscal year 1899 shows United States exports to Germany to have been \$155,772,279, against imports from this country which were valued by the German exporters at \$83,744,791.

Significant among the figures of imports from the United States is the heavy decline in both fresh and dried fruits, which may be attributed somewhat to a short crop at home, but mainly to the panic among the agrarians caused by fear of the San José scale and the vigorous measures adopted by the Government to avert all danger from that source. As a result of these restrictions, the import of fresh apples and dried pears from the United States, which had developed with such promise from the year 1896, has been practically destroyed.

Another striking item is the increase of 64,010 tons in the import of American lumber and timber, a trade which is founded upon sound and permanent conditions of demand and supply, and is susceptible of indefinite developments. Year by year, all the choicer, more valuable grades of lumber, oak, walnut, maple, etc., become more scarce and costly in Europe, and the demand for supplies from America more urgent and extensive. If American exporters will come and study this market as thoroughly and then work it as skillfully as has been done by our makers of machinery, tools, bicycles, etc., they can double their already large export to Germany within less than five years.

Especially noteworthy is the success which has followed the efforts of Germany to obtain a firm footing in the far east and secure her share of what her farsighted statesmen recognize as the chief commercial prize of the twentieth century, the trade of China. The occupation of Kyao-chau was a definite and scarcely disguised step toward this result. From the best information that can be obtained, German commerce with China has increased 70 per cent during the past four years. In 1892, 78 German firms were established in that country; in 1897, they numbered 101, and they are rapidly increasing in numbers and influence. Important mining and other concessions have been secured in Shantung, and a German railway is to be built from Kyao-chau to Hoangho. In connection with these enterprises, a contract has been, or is to be, concluded between the Imperial Government and a syndicate of east Asiatic German houses, which has its principal office at Tsintau and a working capital of 50,000,000 marks.

The specialized information and commercial samples brought home by the commission of 1897 have been digested, classified, and put into the hands of German manufacturers and exporters, who know therefrom exactly what the trade of China requires; how the goods should be made, packed, and labeled to meet the wants and tastes of the people in that country.

In the whole chapter of Germany's foreign commercial policy there is no object lesson more striking and valuable for the study of Americans than the intelligent audacity with which German capital is launched and invested in distant fields of enterprise. It is not merely the German Government, the subsidized steamship lines, the export associations of manufacturers and merchants, who are working together like a trained and disciplined army for the prosperity and expansion of German trade, but their banks and capitalists; the active money of the Fatherland is at every outpost, seeking investment not only for immediate prospective profit, but to get the channels and machinery of trade securely into German hands.

The two hundred trusts and syndicates which were in existence in Germany at the beginning of 1899 are increasing in number day by day, until there is scarcely a single important product of manufacture of which the output, price, and conditions of sale are not governed by a combination or understanding between producers. A trust controls the coal mines and coke ovens; the product of potash salts in the Staasfurt district, mineral waters, seed oils, earthenware, and scores of specialized chemical products are syndicated; even the shoe manufacturers, sugar growers, and distillers of alcohol have been recently holding meetings for the purpose of organizing, so as to gain a better control of output and prices.

It is a common remark among American business men of the highest class who have come here during the past few years to sell and set up machinery, dispose of patents, and establish great branches of American industries, like the Niles Tool Works and the Chicago Luxfer prism-glass manufacture, that Berlin is, in its business alertness, energy, and eager interest in improved methods, more like an American city than any other capital in Europe. When, during the early spring of 1899, Hon. Robert P. Porter visited this city and was shown through the vast works of the Union Electrical Company, the machine shops of Ludwig Loewe, and other establishments, filled with American machinery and employing numerous engineers, chemists, electricians, and workmen from the United States, he was prompt to admit that nowhere had he seen more intelligently planned, admirably constructed and equipped workshops; nowhere had he found the science of manufacture raised to a higher, more modern standard of excellence than here. From the Allis engine in the power building to the Shaw traveling cranes and the lathes, automatic planers, milling and screw-cutting machines from Hartford and Providence, the whole equipment of these vast workshops are from two sources, either manufactured by themselves largely after American models or imported from leading makers in the United States. When, a few months ago, a new casting or foundry building of the most improved type was urgently needed by the same establishment, the steel frame, with cranes and hoisting apparatus complete, was ordered from the United States. American tanning and shoemaking machinery have revolutionized the shoe and leather industries of this country. American typewriters, desks, cash registers, and office furniture and fixtures are sold in increasing quantities and are universally appreciated. American machinery holds the first place in Germany because of its high quality, consummate effectiveness, and the promptness with which it has been delivered. It can be said of our great machine and tool makers that they have come over here, studied the German market, and worked it more intelligently than any other class of American business men, except two or three of our leading bicycle makers. Their success has aided in large measure to equip Germany as the most formidable future rival of the United States in foreign fields. But this is the natural and inevitable path of progress for civilized nations, and a country with natural resources and advantages like those of the United States need grudge no rival a fair start in the race.

How far the higher prices and slower delivery of American machinery which have come with the increased demand and higher wages and materials at home will affect the export trade to Germany remains to be seen, but some effects of this more stringent situation are already becoming felt. Here as at home, builders of electrical and other machinery are months behind their orders, makers of automobiles are so pressed that their agents complain of not being able to obtain even sample machines under six months, and leading builders of electrical railway and lighting plants are said to have on their books orders that will tax their entire energies for the next two years. Seventy-three electric roads were projected during the first six months of 1899, and out of 212 new factories founded during the same period, 43 were for making railway cars, materials, and supplies.

Finally, the American 45-ton freight car has caught the watchful eyes of German railway managers, and there is now a demand that as a means of reducing the high railway freights which now weigh so heavily upon certain branches of German industry and trade, cars capable of carrying 45 metric tons shall be provided for all hauls exceeding 100 kilometers. A writer on this topic in *Stahl und Eisen*, finishes his argument by showing that the Prussian State railways in 1897 required 7,100,223 carloads to transport 106,503,353 tons of freight, whereas the same tonnage could have been transported by 2,366,741 carloads in the United States.

Consul-General Mason submits interesting information in regard to the internal waterways of Germany, and the proposed revision of the tariff. He concludes:

There is every probability that the new tariff, and such amended special treaties as Germany may consent to enact, will modify essentially the commercial relations

of the Empire with other nations, particularly the United States. It is not to be denied or overlooked that, while the attitude of the Imperial Government toward our country has been uniformly correct, there is in certain business circles here a feeling of enmity and resentment which did not exist prior to 1898. The heavy balance of trade which the United States now holds against the Fatherland, the decline in textile exports, and the sharpened customs regulations against undervaluations, the concessions recently granted to France, and above all, the enormous growth of American manufactured exports, the aggressive competition of American metal and other products in South America and eastern markets; all these weigh heavily on the hearts of the people here and will be heard from when the new tariff and treaties come to open debate in the Reichstag next winter. What most enlightened thinkers expect, or at least hope for, is that out of all these mutations will come a broad, liberal, comprehensively framed treaty, or series of treaties, between the United States and Germany, in which all the vexed and irritating questions relating to naturalized citizenship, countervailing duties, and port charges on vessels shall be regulated, and liberal justice to imports of food products secured by reciprocal concessions and embodied in permanent conventions between the two countries.

Rivals and competitors in foreign fields—South America, Africa, and Asia—the Union and the German Empire will always be, but this is no reason why the two nations should not be, in their direct relations with each other, harmonious and mutually considerate, and this result can be in no way so effectively promoted as by an intelligent revision of obsolete treaties and their adjustment to modern requirements and conditions.

### GREECE.

The boom in business which Greece enjoyed after the close of the war with Turkey, says Consul McGinley, of Athens, still continues, though during the closing months of 1899 it was not so brisk as a year before, owing in part to the drought and consequent failure of crops in many portions of the Kingdom, and to the fall in the value of the currency. Nevertheless, trade and industry seem to be flourishing. The United States still maintains the sixth place in the list of nations trading with Greece, but this list refers to the products imported directly from the United States; the fact is that probably four or five times as many dollars' worth are imported through European countries. Products of the United States are often offered for sale in Greece as of English, French, German, or Italian origin. American watches are gaining general favor, and bicycles and other products are becoming popular.

The total imports in 1898 were \$30,406,726, and the exports, \$17,887,620. The trade with the chief countries in 1897 (no more recent statistics being available) was:

Countries.	Imports.	Exports.
Great Britain .....	\$5,897,000	\$5,362,000
Russia .....	5,815,000	486,000
France .....	2,337,000	1,528,000
Austria .....	2,316,000	1,617,000
Turkey .....	1,748,000	673,000
Germany .....	1,510,000	946,000
United States .....	778,000	728,000
Belgium .....	1,543,000	1,543,000
Italy .....	555,000	1,046,000

### ITALY.

The value of the imports in 1898 is given in a report from Consul-General de Castro of Rome as \$271,400,000 and of the exports at \$236,074,000. Imports from the United States amounted to some

\$32,000,000 and exports thereto \$20,700,000. Great Britain sent \$49,002,700 of the imports and took to the value of \$22,503,800 of the exports. The figures for other countries are: France, imports, \$22,465,200; exports, \$28,198,000. Austria, imports, \$25,090,000; exports, \$27,772,700. Germany, imports, \$30,358,900; exports, \$37,036,700. Russia, imports, \$36,322,600; exports, \$1,987,900. United States, imports, \$32,076,600; exports, \$20,708,900. Germany is acquiring control of Italian trade, largely on account of the methods adopted by the exporters of that country.

Consul Cramer, of Florence, notes that United States goods in every line are to be found in the leading shops of that city. Recently, a number of freezers were imported and met with ready sale. Consul Smith, of Leghorn, says that the increase in importations from the United States in recent years is gratifying. There is an opening for the introduction of coal. Consul Jarvis, of Milan, reports that our agricultural machinery is being imported to a satisfactory extent.

Consul Monaghan, of Chemnitz, sends the following data as to Italian trade in 1899:

German papers are publishing extracts from a report recently made by Italy's minister of finance, covering Italy's exports and imports.

Imports in the first half of 1899 fell off from 741,000,000 lire (\$143,013,000), to 718,000,000 lire (\$138,574,000), a drop of 23,000,000 lire (\$4,439,000). This, however, indicates healthy conditions. During this period, Italy imported 111,000,000 lire (\$21,423,000) less grain than during the same period of 1898. Her last harvest was good, the one previous poor.

The lists of imports and exports, when examined, tell a tale of prosperity long unprecedented in Italian history. The importation of raw materials for manufacturing purposes—coal, wood, tobacco leaves, cocoons, raw silk, wool, iron, and steel—increased 71,000,000 lire (\$13,703,000). The raw material exports went up 10,000,000 lire (\$1,930,000); manufactured articles, 15,000,000 lire (\$2,895,000). Strange to say, at a time when the whole world is working to enlarge and improve its shipbuilding plants, Italy's fell off 7,500,000 lire (\$1,447,500). The total exports in the first six months of 1899 were 624,000,000 lire (\$120,432,000), against 573,000,000 lire (\$110,589,000) for the first six months of 1898, or a gain of 51,000,000 lire (\$9,843,000).

Efforts are being made to increase Italian shipments to Germany. An Italian chamber of commerce for Berlin is talked of, to do the same kind of work as those in Paris and Buenos Ayres, etc.; also the question of attaching a commercial expert to the Italian embassy in Berlin. A cooperative company in Milan has planned establishments to sell Italian wines, fruits, etc., in railroad stations all over this Empire. Germany is one of Italy's best customers. She buys tropical fruits and plants, wines, grapes, fruits, cauliflowers, potatoes, poultry, eggs, etc. Germany's exports to Italy are handicapped by high duties. The commercial treaty of 1891, writers here say, did little to lighten the burdens on Germany's exports, while the new commercial treaty with France allowed a 36 per cent increase in French exports to Italy.

#### MALTA.

Consul Grout says that imports from the United Kingdom in 1898 were valued at \$1,039,000 and exports thither at \$3,411. Russia sent to the value of \$17,082,000 and received \$1,771. Italy sent \$9,864,000 and took \$35,841. No statistics as to American trade appear to be available, but the consul reports a growing demand for our goods—a new condition of affairs. The direct steamship line from New York is largely instrumental in promoting trade. During the past year American wheat has made its appearance in Malta, and the Russian article, which for years has monopolized the market, is disappearing. The sale of canned goods, also of bicycles and meats, is increasing.

## NETHERLANDS.

The imports in 1898 were valued at \$685,880,000 and the exports at \$609,872,000. The United States received \$18,082,000 of the exports and sent \$94,140,000 worth of the imports. The distribution of trade among the other principal countries was:

Countries.	Imports.	Exports.
Great Britain .....	\$108,138,000	\$135,795,600
Germany .....	125,906,400	316,575,000
Belgium .....	84,198,800	64,681,800
Russia .....	65,968,200	2,974,800
France .....	8,602,800	12,904,200
Roumania .....	10,210,800	1,527,600

Consul Listoe, of Rotterdam, speaks of the heavy demand for American steel. Our hardware and machinery have gained a firm foothold in the country. One of the principal dealers in these lines has for the last four years annually doubled his trade with the United States. He expresses the opinion that in a short time only American hardware will be used in the Netherlands. Stationery supplies are also in evidence, and furniture is being introduced.

## PORTUGAL.

A British Foreign Office report (No. 2378, annual series) gives the following details as to trade:

The total imports of Portugal in 1898 amounted to \$43,603,000, and the exports \$31,515,000. The trade was divided among the principal competing countries substantially as follows:

Countries.	Imports.	Exports.
England .....	\$12,448,507	\$7,946,995
Germany .....	4,963,867	3,785,870
Spain .....	3,864,001	3,844,585
United States .....	5,012,495	1,197,159
France .....	3,391,951	1,080,897
Russia .....	447,718	608,446

The United Kingdom has nearly one-third of the whole trade of Portugal.

The importance of the Portuguese colonies in Africa has greatly increased during the last two years. In 1897, the total value of trade between Portugal and her colonies was \$8,681,836, and nearly two-thirds of this was in transit trade. In 1898, a great change took place. The Portuguese colonies now play an important part in assisting the financial measures of the mother country. The vast tracts of land composing Angola are being opened up and already show an increased production and excellent prospects; expeditions have been sent to improve the trade in Mozambique; the valuable island of St. Thomas exports large quantities of coffee and cocoa, and even the Portuguese colonies in Guinea have become a source of profit to the Government. The statistics of trade between Portugal and the colonies in 1898 were:

Colonies.	Imports into Portugal.	Exports from Portugal.
Angola .....	\$4,292,258	\$3,219,190
Cape Verde .....	180,061	811,466
Guinea .....	14,600	55,965
St. Thomas and Principe .....	2,384,585	613,179
Mozambique .....	42,825	656,978
Goa .....	17,033	21,413
Macao and Timor .....	8,760	4,880

## RUSSIA IN EUROPE.

Consul-General Holloway, of St. Petersburg, reports the imports in 1898 as \$281,006,000 and the exports as \$354,992,000. The trade in 1897 (no detailed statistics for 1898 being available) was distributed among the principal countries as follows:

Countries.	Exports.	Imports.	Countries.	Exports.	Imports.
Germany .....	\$90,247,000	\$92,597,000	Italy .....	\$16,207,500	\$5,427,000
Great Britain .....	77,712,900	52,576,800	Belgium .....	16,848,700	12,894,000
Holland .....	44,986,300	3,019,400	Turkey .....	6,533,290	2,878,300
France .....	32,797,200	12,711,700	United States .....	1,894,100	24,554,100
Austria-Hungary .....	20,127,200	9,987,900	China .....	519,100	7,092,000

The following extracts are from a report to the British Foreign Office on trade in Russia in 1898:

Cotton leads the way in imports at Reval, with an augmentation of 680,000 pounds, which is attributable to the growing development of the cotton manufacturing industry in the interior of Russia. A novel feature, however, among the many articles imported is maize, of which over 300,000 pounds came from the United States, to be used by country distilleries in lieu of potatoes, the crop of which was very poor. The South Russian maize, being very damp and altogether of inferior quality, could not compete with American, although the latter was considerably dearer.

American cotton comes almost exclusively from English and German ports, and wine, oil, and fruit from the south are chiefly imported by way of Danish and German ports.

Steam pumps are largely imported from America, Worthington and Blake being apparently the popular makers, but the railway companies purchase copies from Russian works, even though they are dearer than the originals.

Machine tools are also largely imported from America. I am told that these orders are lost to Great Britain because British prices are too high and delivery too uncertain.

The bicycle trade shows signs of drifting to America; that is to say, so far as cheaper cycles are concerned. Good British wheels still find buyers at £20 (\$97), but those who can not afford to pay this price (and their number is very large) purchase American cycles at £13 10s. (\$5).

Typewriters and weighing machines all come from America, and sewing machines are chiefly supplied by Germany.

## REVIEW OF RUSSIAN INDUSTRIES BY THE MINISTER OF FINANCE.

Consul-General Holloway transmits from St. Petersburg a copy of the report (printed in English) of the minister of finance, S. Witte, to the Emperor on the budget of Russia for 1900. The report, which contains much interesting data as to the development of Russian industries and present conditions of finance, agriculture, etc., is given herewith practically in full. The minister says:

I have the honor of submitting to your Imperial Majesty the following considerations on the budget of the Empire for 1900:

The estimates are as follows:

REVENUE.		Rubles. <sup>1</sup>
Ordinary .....	1,593,745,680	
Extraordinary .....	3,000,000	
	1,596,745,680	
From free balance of treasury .....	160,641,423	
Total .....	1,757,387,103	

<sup>1</sup> Ruble equals 51.5 cents.

## EXPENDITURE.

	Rubles.
Ordinary .....	1,564,441,679
Extraordinary .....	192,945,424
Total .....	1,757,387,103

The ordinary revenue exceeds the ordinary expenditure by 29,304,001 rubles. As compared with the budget of 1899, the estimated increase in the ordinary revenue is 124,617,477 rubles, and in the ordinary expenditure it is 101,782,446 rubles.

The most considerable increase over the estimates for 1899 is expected in the revenue from the Government sale of spirits (25.9 million rubles), and in the excise on drink (22.1 million rubles). The calculation of the revenue from both these sources is based on the data of actual receipts and on the estimated consumption of spirits, taking into consideration that from July 1, 1900, Government monopoly will be introduced in the Don Cossack territory and seven provinces (Voronezh, Courland, Kursk, Livonia, Stavropol, Black Sea, and Esthonia). The increase in customs is estimated at 21.2 million rubles, judging from actual receipts up to date. Owing to the increased earnings of the greater part of State railways and to the opening of regular traffic along the Tiflis-Kars, Perm-Kotlas, Zabaikal and Murghab railways, the increase of revenue from State railways is estimated at 19.1 million rubles. As compared with 1899, the tax on industries is expected to bring in 5,000,000 rubles more; this calculation is based on the actual receipts for the first half of the current year, and on the increased assessed tax, as well as the expected increase of the supplementary tax on joint-stock companies. Of the remaining sources of revenue the greatest increase is expected in reimbursement of loans and other expenses, 5,000,000 rubles, chiefly from interest on loans to private railways being included into budget; forests, 4.4 million rubles; duties on transfer of property, 4,000,000 rubles; sugar excise, 3.3 million rubles; stamp duties, etc., 2.9 million rubles; tobacco, 2.3 million rubles, etc.

The extraordinary expenditure is estimated at 192,945,424 rubles, including 25,196,285 rubles for the construction of the Siberian railway; 3,418,524 rubles for auxiliary undertakings in connection with that railway; 30,573,550 rubles for the construction of other railways; 43,758,092 rubles for the purchase of rolling stock for the Siberian and other railways; 85,000,000 rubles for loans to private railways, on security of bonds guaranteed by Government, and 5,000,000 rubles for indemnities to private persons and institutions for loss of the exclusive right of selling spirits in retail.

From the foregoing, it is evident that in the budget for the coming year the ordinary revenue will be fully sufficient to meet the ordinary expenditure, while the extraordinary expenditure will be covered by the free balance of the treasury, formed chiefly by the excess of receipts over the estimated ordinary revenue of preceding years. The bad harvest, the expenditure of large sums of money on the construction of the Siberian and other railways, as well as other extraordinary expenditure, the tightness in the money market—in short, all the difficulties Russia has had to contend with of late have not shaken the stability of State economy, in spite of the fact that, owing to the rapid growth of requirements forming charges on the budget, the expenditure of the State has been considerably increased.

Under these circumstances, the favorable estimates for 1900 and the fulfillment of preceding budgets prove that Russia's economy is sound at bottom, and that the unavoidable embarrassments that individual branches of the national economy of a State at times endure have not affected the productive powers of this country as a whole.

## HARVESTS.

The late bad harvests could not but make people anxious, and give rise to fear that the hitherto rich and fertile soil is becoming exhausted. The data of the harvest of 1899 are, however, extremely consoling, as they show us that the provinces which suffered from a bad harvest last year (the central black earth and the eastern) have had especially good crops this year (1899), yielding nearly 700,000,000 poods<sup>1</sup> more than in the preceding year. On the contrary, in the provinces that last year had a harvest above the average there have been more or less serious deficits. It is obvious, therefore, that the bad harvests of past years are not caused by the exhaustion of fertile lands, but proceed from circumstances of an accidental character.

## INDUSTRIES.

The state of our industries is a matter of special interest, both because of their marked development of late years, owing to the protective policy of the Government, and likewise because of the embarrassment experienced in 1899 in our mining

<sup>1</sup> Pood equals 36.112 pounds.



industries in consequence of the supply of iron and of mineral fuel being unequal to the demand.

The general state of our industries, and the influence protection has had on their development, will be seen from the subjoined brief statement of the progressive growth of the manufacturing industry in European Russia for the last twenty years of this century.<sup>1</sup>

[Million rubles.]

Industries.	1877.	1887.	1892.	1897.
Textiles.....	297.7	464.2	581.6	946.3
Food stuffs.....	17	37.9	47.9	95.7
Animal products.....	67.7	79.6	72.6	132
Wood.....	16.8	25.7	33.3	102.9
Paper.....	12.7	21	25.5	45.5
Chemicals.....	10.5	21.5	35.3	59.6
Pottery.....	20.4	29	32.3	82.6
Manufactured metals.....	89.3	112.6	162.3	310.6
Other industries.....	8.6	10.4	19.5	41
Total (a).....	541	802	1,010	1,816

a Exclusive of mines, flour mills, and manufactures paying excise duty.

Average annual increase of productiveness (in million rubles): 1878-1887, 26.1; 1888-1892, 41.6; 1893-1897, 161.2.

It is seen from the above statement that the growth of manufacturing industry for the last five years was four times more rapid than for the preceding five years' period (1888-1892) and six times more rapid than for the ten years' period of 1878-1887. Moreover, in 1877-1897 our industries did not merely increase in quantity, but also improved in quality, as the Nizhni-Novgorod Industrial Exhibition of 1896 showed. Many forms of industry that were in their infancy in the early seventies are now flourishing and progressing. Articles that used to be exclusively imported are now manufactured at home.

Such progress in our manufacturing industry clearly proves that the policy of protection adopted by the late Emperor Alexander III and continued by Your Imperial Majesty has given splendid results.

In regard to the mining industry, protection, with the general animation it has brought into the industrial life of the country, has undoubtedly proved highly beneficial. The development of mining industries is best seen from the following figures:

[Million poods.]

	1877.	1887.	1892.	1897.	1898.
Output of coal.....	110	277	424	684	746
Output of naphtha.....	13	167	299	478	507
Output of pig iron.....	23	36	64	113	134
Iron.....	16	22	29	30	30
Steel.....	3	14	31	74	90

This table shows that the output of mineral fuel and pig iron is progressing favorably on the whole. If, in spite of this, the home supply is unable to meet the more rapidly increasing demand, and therefore the imports of foreign iron and coal are increasing instead of decreasing, and prices are steadily rising, the cause of this is to be sought for, not in protective tariffs, but in circumstances of another kind.

Russia is not the only country in which the prices of coal and metal have risen; the rise is universal, and all the western European States have experienced it. This is to be explained chiefly by the great development of industry, railways, and navigation. Now, as this development has been most rapid in Russia, it naturally follows that the rise in price of the raw materials has been most noticeable here. So short a time ago as 1891-1894 our coal mines could not always depend on disposing of their total output, but the late rapid development of manufactures, the extension of railways, and the rise in the price of wood fuel have led to the more rapid introduction of mineral fuel, and since 1897 the demand for it is greatly increasing. The

<sup>1</sup> This table is based on data in the possession of the department of trade and manufactures.

mining industry has not had time to adapt itself to the rapidly increasing demand, and this has caused some embarrassment to our manufacturing industries.

The output of mineral fuel and the increase in the production of pig iron are matters for serious attention on the part of the Government. The market can be adequately supplied with coal and iron only in two ways—either by lowering custom-house duties or by increasing home production. The first method requires great caution in its application. Its wholesale adoption might totally destroy our native mining industry, which is just beginning to take root. Now Russia has all the requisites for the extensive development of this very branch of industry. What is necessary is only to take the proper measures. In the opinion of the minister of finance such measures should chiefly be directed toward encouraging private enterprise in extracting the unbounded mineral wealth of our native country. With regard to iron in particular, the minister of finance thinks that no time should be lost in settling the question of allowing private persons to work the extremely rich beds of iron ore of the Ural, which belong to Government, and for a long time have not been worked to their full extent. If properly worked these beds of ore might yield over 100,000,000 poods of iron per annum, while at present they are literally buried treasure.

#### RAILWAYS.

In bearing witness to the success attained of late years in industry and trade, the minister of finance feels bound to inform Your Imperial Majesty that the extensive development of the country's productive forces is due, not only to the policy of protection, but likewise to the measures taken by Your Majesty and the late Emperor Alexander III for the regulation and extension of the railway system in Russia. It is now more than ten years since, by the orders of the Emperor Alexander III, Government undertook the immediate management of railways in the interests of all the forms of commerce and industry in this country, and likewise the regulation of the financial part of the railway system. The ministry of finance was charged with the solution of this problem, by means of a specially established railway department. Therefore, in presenting his report on the budget, the minister of finance considers it appropriate to inform Your Imperial Majesty of the results attained in this sphere by the measures taken, under imperial direction, both in the interests of national economy and with the object of curtailing the expenses of the State treasury.

In January, 1899, our railway net was 27,458 versts<sup>1</sup> long, only 6,470 versts<sup>2</sup> of which belonged to Government (23.6 per cent); all the other railways, to the extent of 20,988 versts (76.4 per cent), were managed by 42 separate private railway companies. Each company worked its railway almost quite independently, keeping to its own tariff policy, without any regard to the interests of the country in general. The State treasury was a heavy loser by the working both of State railways and of private lines guaranteed by Government; in 1889 this loss amounted to 30.5 million rubles, while the debt of guaranteed railways to Government reached the colossal sum of 984,000,000 rubles.

While the interests of the country required a further and rapid development of its railway net, the interests of the treasury, on the other hand, demanded the curtailment of expenses. The fulfillment of these requirements, so incompatible under the former state of affairs, presented grave difficulties, and was rendered possible only by Government undertaking the unification and immediate management of the whole railway system. Separate railways were bought up, and railway lines were concentrated in the hands of the Government and of a few large private railway companies. While leaving these lines in the hands of such companies, i. e., declining to exercise the right it had in virtue of the charters of buying up the railway before date, Government made the most favorable terms with these companies—terms by which Government either secured a portion of the profits or else bound the company to build new railway lines. At the same time Government constructed railways on its own account.

The results of such a system are the following: Of the 42 private railway companies operating in 1889, at the present time there are only 9<sup>3</sup>, while the 20,988 versts of private lines are now represented by 14,728 versts, or, including unfinished lines (6,414 versts), local and narrow-gauge railways (721 versts), a total of 21,863 versts. During the same time the length of State-owned lines has increased from 6,470 versts to 28,927 versts, and including lines in the course of construction (4,496 versts)—up to 33,423 versts.<sup>4</sup> Thus the length of our railway net, which in 1889 was 27,458

<sup>1</sup> Verst equals 0.663 mile.

<sup>2</sup> Including 1,343 versts in Asiatic Russia.

<sup>3</sup> Not including local and narrow-gauge railways.

<sup>4</sup> Including 23,705 versts in European Russia.

versts, or—counting the 1,032 versts in the course of construction—28,490 versts, has at present reached the length of 55,286 versts, exclusive of the Eastern Chinese Railway, which is not in Russian territory. It is now almost twice as long as it was in 1889, 60.5 per cent of it being in the hands of the State and 39.5 per cent in private hands. For the same period the rolling stock has been increased to a very considerable extent, more especially in Your Imperial Majesty's reign, when 290,000,000 rubles were assigned for the purchase of engines, passenger and goods cars, while, as compared with the end of 1894, the number of engines and passenger cars has increased 40 per cent and of goods cars 50 per cent.

For the same period the general financial results of Government participation in railway affairs were as follows: The annual loss to the treasury on the working of both Government and private railways was gradually diminished (except in 1892, when it reached 42.5 million rubles, and in 1894 amounted to 4.1 million rubles; since 1895 Government has had some profit from its share of railways, viz. 1.8 million rubles in 1895, 11.3 million rubles in 1896, 12.5 million rubles in 1897, and 12.1 million rubles in 1898.<sup>1</sup> The last two figures do not include the working of sections of the Siberian Railway; if these sections are included the amount of Government profit will be: 1897, 8,000,000 rubles, and 1898, 1,000,000 rubles.

The above data show how favorable have been the results attained by the new railway policy in the interests of the State and of railway development. The minister of finance is of the opinion that no injustice has been done to private companies. There is no doubt that those companies which have undertaken to build new lines have to bear some loss for the first few years; but since these companies have chosen to build new railways in preference to being bought out on equitable terms, it is clear that they found this more profitable, calculating that the expenses incurred would be reimbursed when the traffic on the newly constructed lines has developed. There is reason to think that, on the whole, such calculations have proved correct.

The shares of the existing private railways are, even in the present embarrassed state of the market, as high, or higher than they were at the end of 1888. The only exceptions are the shares of the Ryazan-Ural and Southeastern railways, but it is hardly possible to speak definitely of them, as their extensive lines have only lately been opened to traffic, and their completion coincided with bad harvests of bread-stuffs in the provinces these railways pass through. In any case, the present profit on railway shares is no criterion of the gain or loss on the part of those private railway companies which preferred building new lines to being bought out by Government. There is no doubt about one thing, viz. that the money invested in these railways has not, as yet, yielded full returns, and that in the newly constructed lines the shareholders have acquired new property of great value, which will raise the price of their shares above what would have been given for them had Government exercised its right of buying up the railways. With the enormous increase of our industries, railway traffic and railway earnings will increase every year, and it may be confidently expected that, in the end, private railway companies will hardly be losers, provided, of course, that there are no abuses, the prevention of which is chiefly the business of the shareholders themselves.

The extension of the railway net and the increase of rolling stock have undoubtedly acted beneficially on the growth of industry, but besides these measures, a regular and uniform railway tariff was necessary. The almost absolute freedom formerly enjoyed by railway companies in fixing their tariff acted most injuriously on the progress of trade and industry. How injurious this independence was, is seen from the fact that foreign imports (as return freight) were given every advantage in the shape of lowered tariff, and thus the railways counteracted the protective policy of the Government. For local traffic each company fixed its own special tariff, while for through transport the different companies adopted the most varied tariffs, often totally out of accordance with the prices of other lines.

These tariffs, with constant alterations and supplements, used to be published in various places and by various institutions, and frequently not in time, so that it was almost impossible to follow them and to make any definite commercial calculations of the cost of transport.

At the present time the tariffs of all the Russian railways (with the exception of narrow-gauge subsidiary lines) are uniform, so that goods of the same class, when traveling the same number of versts, pay the same freight in all parts of Russia; exceptions to this fundamental rule are made only in a few, specially important cases. The uniform tariff is likewise taken as a basis in calculating the charge for the passage

<sup>1</sup> From the Year Book of the department of state control. In calculating the profits all working expenses and interest on capital sunk in the construction and improvement of railways are taken into account.

over the Russian portion of international transport. There is a certain abatement only on exports to foreign countries and to the Far East, thus completely doing away with the possibility of counteracting customs duties by low freights. Tariffs are now published in full, and in sufficient time to be of use, in the "Collection of tariffs," an official publication of the ministry of finance. Thus uniformity, stability, and cheapness have been attained in the goods tariffs of Russian railways. Of course there are many improvements to be made in the future, especially in the regulating the interests of the various regions of Your Imperial Majesty's vast Empire.

At the same time, as it is very important for the economic development of the country that every facility should be afforded to passenger traffic, owing to the enormous distances to be traversed, the ministry of finance turned its attention to lowering the passenger tariff, laying down the rule that the charge per verst should be progressively decreased, in proportion to the length of the journey. The results of this measure have been most favorable, passenger traffic having increased very considerably, while the general receipts of railways from passengers, instead of diminishing, are actually much greater.

It will be seen from the above that the following results have been attained in railway affairs: The railway-net is almost twice as long; the rolling stock is considerably augmented; instead of being a loss to the treasury, as formerly, the railways now bring in an annual profit; there is a uniform, stable, and accessible railway tariff, which is fixed in accordance with the general national interests of industry and trade; passenger traffic is cheaper.

#### SIBERIAN RAILWAY.

In speaking of the progress in the railway system during the last ten years, some mention should be made of the Siberian Railway. This great undertaking of building a railway across the continent of Asia was begun in this decade under the direct superintendence of Your Imperial Majesty, and is now approaching successful completion. This line, forming an uninterrupted railway connection between two oceans, has acquired special and world-wide importance since the friendly Government of China opened a passage for this line through its dominions to the unfrozen Yellow Sea, and leased the Quang-tung peninsula to Russia. Here, by Your Majesty's orders, at the terminus of the railway, the construction of the port and town of Dalny was begun in 1899. It is to be a free port. This privilege, and the favorable situation of the town at the starting point of an important line of transport will undoubtedly cause it to develop and flourish, attracting the merchant fleets of all nations, and we may hope that Dalny will become one of the chief centers of the commercial intercourse between the Old World and the New.

Building a railway across the breadth of Asia is a great and arduous undertaking, which has demanded great labor and outlay, and continues to do so.

The construction of the permanent way was extremely difficult. Obstacles of all kinds had to be surmounted, under the most unfavorable climatic and topographical conditions. Manchuria presented almost exceptional difficulties; a handful of Russians, far away from their native land, had to make a railway through an almost unexplored country, with a strange population, under conditions of the greatest discomfort. But to a Russian no obstacle is unsurmountable when his Tsar commands; the construction of the Chinese Railway is progressing rapidly. At the present time about 800 versts are already laid down. Traffic has temporarily been opened for 445 versts from Port Arthur to Moukden, and a telegraph line has been put up the whole length of the trunk line and of the South Manchurian branch.

The pecuniary sacrifices made by the Russian people for the construction of the Siberian Railway are likewise very great. In speaking of Russia and her finances, one must not forget that the greater part of the Great Siberian Railway is now complete, and that the money required for this stupendous task has been provided by Russia. In the comparatively short period of 1891-1899 (inclusive) 501.6 million rubles have already been expended, in 1900 about 130,000,000 rubles will be required, a sum which is already at the disposal of the Government, while from 150,000,000 to 180,000,000 rubles will have to be found for the completion of this great work. The whole amount to be expended will thus exceed 750,000,000 rubles. This expenditure is covered chiefly from the general resources of the treasury, and only 100,000,000 rubles, i. e., less than one-sixth of this outlay, is covered by extraordinary resources. In any case the period of the greatest expenditure is over, and the time is approaching when the treasury will be free from the heavy burden of the Siberian Railway.

The magnitude of the sacrifice, which is felt most at present, prevents contemporaries from seeing the future importance of the great railway, and from appreciating this stupendous undertaking. But however difficult may be the work undertaken by Russia under Your Majesty's guidance, it will be recompensed a hundredfold

when, on its completion, it bears abundant fruit, when the great line of transport, joining the extreme ends of Europe and Asia, will perform such good service in the culture and development of the Far East, and will call forth the productive powers of Siberia.

## CURRENCY.

The state of our currency during the past year has already been defined in the conclusions of the financial committee, which, by Your Imperial Majesty's order, discussed the condition of the money market. In these conclusions, which Your Majesty deigned to approve of, the financial committee found that our money market was under the influence of highly unfavorable circumstances, of which the chief was the universal tightness of money; that our money market was somewhat embarrassed thereby, but that this embarrassment would have been much greater had not a well-organized monetary system counteracted it in some degree. In view of this, according to the conviction of the financial committee, "our financial policy must be directed toward the preservation of the stability of the currency, as being one of the most important conditions of the proper development of State and national economy."

The attainment of this most important object was one of the chief problems of the financial department in the past year. Notwithstanding the embarrassed condition of monetary affairs, the late bad harvests, and a certain deterioration in the balance of payment, our monetary system (which is chiefly embodied in the new coinage law of June 7, 1899) has preserved its perfect stability. Even under such unfavorable conditions, the diminution of Russia's gold reserve during 1899 is only 24.6 million rubles, or 1.5 per cent of the gold at the end of 1898. The fluctuation in the amount of gold in Russia is quite natural, and may be observed in other countries as well. There can be no cause for anxiety, especially if it is borne in mind that since 1892 the gold reserve of the country has increased by 660,000,000 rubles. The state of our monetary circulation at present, as compared with the end of 1898, will be seen from the following figures:

[In millions of rubles.]

	Gold.		Standard silver.		Bank notes.	
	In State bank and treasury.	In circulation.	In State bank and treasury.	In circulation.	In State bank and treasury.	In circulation.
By the end of 1898 .....	1,146	445	48	142	41.8	683.2
	1,591		190		725	
By the end of 1899 .....	927	639.4	56.3	164.2	112.7	517.3
	1,566.4		220.5		630	
In 1899:						
More .....			30.5			
Less .....	24.6				95	

These figures show that the amount of the principal denominations of coin in circulation has increased during the current year by 50.7 million rubles. It is necessary to remark that this year standard coin has taken the lead of other forms of money, the amount of gold in circulation being 122.1 million rubles in excess of bank notes, and forming 45.2 per cent of the whole amount of money in circulation, while by the end of 1898 gold formed only 33 per cent. Finally, the gold covering fund has increased from the 168 per cent of 1898 to the 179.2 per cent of 1899.

## TAXATION.

It will be seen from the above that the country is making considerable progress in finance, commerce, and industry. However, progress merely in trade and industry does not make national prosperity. In his annual reports to Your Imperial Majesty the minister of finance has called attention to the undoubted fact that the stability of a nation's finances, however well organized these may be, depends, in the end, on the material prosperity of the population, the bulk of which in Russia is agricultural. Following out the directions of Your Imperial Majesty, the financial department has done its best to alleviate the condition of the peasantry, and in this respect the progress made in 1899 is considerable; arrears of payments in redemption of land have been almost quite done away with, current payments have been made easier, and the methods of levying the assessed taxes on the land of village communities have been regulated. It is necessary to dwell in detail on these measures, as the opinion is still prevalent that the causes retarding the improvement of peasant life are the

burden of land redemption payments and the considerable amount of arrears, which are collected in a manner ruinous to the taxpayers.

There is no denying that when the land was allotted to the peasants, the terms of land redemption were in some cases settled without the paying capacity of the peasantry being sufficiently taken into account, and that the manner of collecting redemption arrears, sometimes in considerable sums and with the employment of severe coercive measures, has prevented the peasants from placing their domestic economy on a firm basis. But attention has already been turned to this unsatisfactory state of affairs, and Your Imperial Majesty has commanded that the rates of payment should be brought within the paying capacity of the peasant population.

For this purpose two measures have been taken by the ministry of finance: (1) Postponement of arrears and payment by installments, and (2) lowering the present rate of payments by means of readjusting the installments of the unpaid debt. These measures would not be difficult to carry out were it possible to give the whole population the same alleviations in regard to redemption arrears and redemption payments. By simplifying the work of the financial department and of local authorities to the utmost, such uniformity would considerably curtail the time necessary to apply the alleviations, allowed by law, to all the payers of land redemption.

But, however great the advantages of this wholesale system may be from a practical point of view, such a solution of the question is hardly in accordance with justice and equity. Economic conditions vary, not merely in different provinces and districts, but even in the same volost (or commune); side by side with peasants requiring the special care of the Government there are others that are quite able to fulfill all their obligations in regard to land redemption without any difficulty. The causes of the existence of arrears are likewise various. Even admitting that, as a general rule, such arrears accumulate, not in consequence of any avoidance of payment on the part of the peasant, but owing to the burden of the redemption payments or to bad harvests and other calamities, still, for individual villages this burden and these calamities are so different as to be almost incommensurable. Under these circumstances the wholesale system of tax alleviation would be contrary to the principles of justice. The peasants would not only fail to appreciate their obligations as taxpayers, but would come to believe in the possibility of avoiding payment in hopes of some new exemptions or alleviations.

There is another objection to this system of wholesale lowering of rates and canceling of arrears: the budget would suffer by this. In all wholesale alleviations the Government would have to give up a part of assured revenue, and this consideration would lead to a reduction in the amount of exemptions, which, in its turn, would prevent these alleviations from being of much use in the case of the most needy taxpayers.

These considerations caused the financial department to reject the wholesale system of making redemption payment easier, and to give preference to a slower and more cautious system—that of lightening the payments in strict accordance with the paying capacities of the individual taxpayer. This idea forms the basis of the law of February 7, 1894, for the postponement and the payment by installments of redemption arrears, and the laws of May 13, 1896, and May 31, 1899, for measures to lighten the payments in redemption of land.

By these laws, prior to granting any alleviation, the economic condition and paying capacity of each separate village community or peasant proprietor is examined into, and the degree of alleviation is based on the data of such an investigation. It took some time to make these investigations, but already by 1898 the application of the law of February 7, 1894 (for the postponement and payment by installments of arrears), was so far advanced that the minister of finance, in his report on the budget of 1899, was able to predict the completion in that year of the task undertaken. His prediction has proved correct, and at the present time of the 116,000,000 rubles of arrears due by January 1, 1899, the payment of 90,000,000 rubles has been distributed in installments. Of the remaining 26,000,000 rubles the collection of 18,000,000 rubles has been stopped, in view of the proposed examination into the economic condition of the peasantry. Five million rubles of arrears, forming an insignificant part of the assessment and being due to accidental causes, do not come under the law of February 7, 1894. Finally, 3,000,000 rubles are to be postponed and the installments readjusted very shortly, and the minister of finance is already receiving the applications of the provincial courts. Thus the law of February 7, 1894, in regard to arrears due before 1899, has already been applied to almost all cases. In future the financial department will see that the arrears, which may accumulate owing to bad harvests and such like causes, are postponed and readjusted as soon as they arise, in accordance with the paying capacities of the defaulters. The minister of finance therefore thinks he may confidently assert that land-redemption arrears, accumulating through

no fault of the payers, are becoming a thing of the past, and that henceforth the prosperity of the rural population will not suffer from the overburdensome collection of such arrears.

Besides removing the causes of arrears, measures have likewise been taken to lower the rates of the redemption payments. The law of May 13, 1896, allowed the remaining payments in redemption of land to be readjusted, at the request of the peasants themselves. But during the three years since its promulgation, this law was not applied very frequently. Up to July 1, 1899, there were comparatively very few applications for readjustment. This slowness was due partly to the peasants not being fully aware of the advantages of the readjustment permitted by the law, and partly to the fact, that the considerable reduction in the rates of redemption payments was attained, according to the law of May 13, 1896, by prolonging the term of redemption very considerably, which did not suit the peasants.

In consequence of this, Your Imperial Majesty was pleased to command the minister of finance to lay before the council of state new proposals for measures to lighten the payments in redemption of land by peasants. These proposals, after being examined by the council, were confirmed by Your Majesty on the 31st of May, 1899. The most important difference between the new law and those preceding it is: First, the obligatory and immediate investigation (and not, as heretofore, at the request of the peasants) into the economic condition of such villages as have never once, in the course of five years, paid their land redemption tax in full, or that have not, during the said period, paid in all more than 80 per cent of their redemption taxes, and secondly, the alteration in the conditions on which land redemption payments are readjusted, so as to lower the rate of the instalments considerably, without prolonging the term of redemption too much. From information received by the ministry of finance, the law of May 31, 1899, has attained its object. The obligatory investigations of almost 19,000 villages have been carried on with great vigor, and in many provinces were finished by last autumn. The great privileges granted by the new law, together with the circumstantial explanations given to the peasants during the obligatory examinations, have rapidly increased the number of applications for readjustment of redemption payments, and there is every reason to suppose that the number will continue increasing. In every locality the peasants at first do not avail themselves of the privilege of readjustment of their redemption payments, but when there have been applications from several villages, and especially when such applications have been granted, the neighboring villages apply for the same privileges. From July 1 to December 1, 1899, the number of applications for readjustment of redemption payments presented to the ministry of finance was very little below that of applications presented during the preceding three years. There are as many as 5,000 under consideration in local institutions, without reckoning the applications of villages liable to obligatory investigation. In accordance with this animation, the reduction of land redemption payments made during these five months of 1899 (540,000 rubles) is almost equal to the reduction made during the preceding three years.

Such progress gives hope of a rapid completion of this work. The ministry of finance, on its part, is doing its utmost to forward the universal application of the laws relating to the readjustment of redemption payments, in the way most speedy and advantageous to the peasants, even at considerable sacrifice on the part of the State treasury. All this makes the minister of finance confident of the speedy fulfillment of Your Imperial Majesty's command to bring the rates of assessment into accordance with the paying capacities of the population.

Besides doing away with arrears and reducing the rate of current redemption payments, the ministry of finance is taking measures to regulate another branch of taxation, which has been and is still the object of much censure, viz, the manner of collecting the taxes. The order of levying assessed taxes on the allotments of village communities, confirmed by Your Majesty June 23, 1899, will come into force in 1900. Its object is to regulate the methods of collecting taxes from the peasantry. It is true that this law does not radically change the system, there being an obstacle, in the form of the close connection between the rules of collection and the laws governing the economic and social life of the peasants and the organization of village government, laws that are in many respects antiquated and defective. Nevertheless, within the limits allowed by the peasant law, the law of June 23, 1899, brings in many essential improvements in details. Attention is turned principally to collecting the receipts for the current year, the collection of arrears being of secondary importance; the law regulates the compulsory measures and commits the superintendence over tax collection to authorities that stand in close relation to the peasants, and whose duty it is to look after their well-being.

But of far more importance than the particular improvements introduced by the law of June 23, are the measures taken to limit mutual responsibility. The very

consciousness of being liable to answer for another man acts oppressively on the peasantry subjected to this, and creates uncertainty as to the amount of tax each household may have to pay—an uncertainty which deranges the economic calculations of the peasants and has a bad influence on their economic enterprise. Regarding the restrictions already made as a merely temporary measure, the minister of finance, on his part, is anxiously seeking for some means of totally abolishing, as soon as possible, mutual responsibility in the payment of taxes.

## CONCLUSION.

In presenting to Your Imperial Majesty his views on several problems of the economic life of Russia, the minister of finance takes the liberty, at the conclusion of his report, of mentioning a subject of essential importance to the whole civilized world, namely, the marked and universal tightness and embarrassment in the money market. This circumstance, which is causing no inconsiderable difficulties in the indusro-commercial operations of all countries, proceeds from various circumstances of an economic character, and is also to a great extent complicated by recent events in South Africa. It is not, however, so much these circumstances, as the vague fears of further political complications, that are causing such embarrassment in money matters. The calm voice of reason is powerless to allay these fits of distrust in the stability of international relations. But the agitation would in a great measure be allayed, were the governing classes and the public abroad imbued with the same opinions on questions of world politics that are held by the monarch of a hundred and thirty million faithful subjects.

## SPAIN.

According to official statistics, imports in 1898 were valued at \$94,-439,000 and exports at \$137,559,000. The trade was distributed among the chief countries in 1897 (the most recent statistics obtainable) as follows:

Countries.	Imports.	Exports.
Germany .....	\$7,884,450	\$3,221,100
United Kingdom .....	23,261,400	39,546,600
France .....	22,028,550	38,169,000
Portugal .....	5,642,100	5,186,250
United States .....	14,911,200	1,839,750
Cuba .....	17,773,950	39,938,750
Puerto Rico .....	4,018,330	4,992,350
Philippines .....	2,506,900	11,912,560

The following extracts from a recent publication by Professor Gutierrez, of the school of commerce at Cadiz (translated by Consul Bartleman, of Malaga), give an idea of present economic conditions:

According to the last census, there appears a large increase in the population in manufacturing towns, and a decrease in places given over solely to agriculture. This, to some extent, may have been the result of the destruction of the vines by the phylloxera, forcing the laborer to seek his bread in other localities.

Home industries and manufactures being so well protected by the tariff of 1891, foreign capitalists have established themselves within the kingdom; and Spanish workmen have learned, and can now manage, industries which were heretofore unknown to them. The high rate of exchange has likewise greatly contributed to developing home manufactures.

In Bilbao, mining and industries connected therewith are on the increase; in Aragon, Cataluna, and Castilla, flour mills are being constructed; in Zaragoza and Navarra, paper mills; and at Mallorca the manufacture of shoes is increasing.

In Cataluna, not only has there been an advance in production, but new industries have established themselves.

Spain, with a larger expanse of territory adapted to cultivation than any other European nation, produces so little that even the yield of wheat is not sufficient for its 17,000,000 inhabitants; it even follows Switzerland as an agricultural nation.



With 4,250,000 hectares (10,501,750 acres) of wheat under cultivation, Spain produces but 38,000,000 hectoliters (107,844,000 bushels), while England, with only 1,065,000 hectares (2,631,615 acres) produces 33,000,000 hectoliters (93,654,000) bushels. The consumption of wheat in Spain amounts to 40,000,000 hectoliters, and the deficit of 2,000,000 hectoliters has to be imported.

Formerly, the breeding of cattle was a source of large revenue; now it scarcely exists.

Spain's wool and meat in former times was an extraordinary item of income, but little by little this industry has been abandoned. One hundred years ago Spain stood second in the production of cattle; to-day it occupies the eighth place. These conditions are due to the abandonment of the cultivation of grazing lands. In twenty years' time the Spanish breed will have disappeared entirely, unless the necessary steps are taken to prevent it.

Since the opening of the first Spanish railway in 1848, from Barcelona to Mataro, 13,000 kilometers (5,077 miles) have been constructed.

During the year 1898, 264 firms dissolved partnership; 320 suspended payment and became bankrupt.

The year 1898 ended with a balance in Spain's favor of 313,000,000 pesetas (\$43,000,000). In the first month of 1899 there was a deficit of 2,000,000 pesetas, which, although expected, caused a painful impression.

Importations in January, 1899, amounted to 6,000,000 pesetas (\$840,000) more than for the same month of the two years preceding.

Exportations showed a decrease of 3,000,000 pesetas as compared with January, 1897, and 1,500,000 pesetas as compared with the same month of 1898.

In raw materials the decrease was 1,500,000 pesetas (\$210,000); manufactured articles, 4,500,000 pesetas (\$630,000); and in alimentary articles 10,000,000 pesetas (\$1,400,000), which includes cereals, wine, oil, and preserves.

The importation of coffee from the colonies in January, 1898, was 1,974,615 pesetas, and in January, 1899, this was reduced to 123,758 pesetas, the difference being made up by importations from other countries.

Tobacco and cacao likewise show a decrease, Cuban sugar alone holding its own. There was no importation of this commodity from Puerto Rico, or from the Philippine Islands.

The falling off in the colonial commerce has caused the decrease in the receipts from industrial taxes, especially as regards cotton textiles, flour, and shoes.

## SWEDEN AND NORWAY.

Consul General Winslow, of Stockholm, says:

The commerce of the countries that compose the Scandinavian peninsula has greatly increased with the world at large during 1898, and particularly with the United States. Many articles of American manufacture have been seen for the first time during the past year. American locomotives to the number of twenty are now in service on the state railways of Sweden. There is every prospect of Norway placing orders with our manufacturers for railway material and a war ship or two. Vast tracts in the north will soon have railway communication. Rails are now being laid that will connect Gellivare and the great iron mines of Luossavaara and Kiirunavaara with Ofoton, on the Norwegian coast. In these last named places are deposits of iron ore, the largest in Scandinavia, and in fact with few if any rivals in the world. There has been estimated to be more than 233,000,000 tons in sight. Mining machinery made in the United States, I have been informed, will be adopted, on account of its special merits.

The trade of Sweden in 1898 was valued at \$122,000,000 for imports and \$92,000,000 for exports. Germany sent the largest value of imports, some \$42,000,000, and Great Britain followed, with shipments amounting to \$37,000,000. Denmark, Norway, and Russia follow in order of importance. In the export trade, Great Britain received to the value of \$39,900,000, Germany and Denmark about one third as much.

Consul Bordewich, of Christiania, gives the imports of Norway in 1898 as \$75,756,000, and the exports as \$43,054,000. Of the imports,

some \$3,836,000 worth came directly from the United States. Official statistics divide the trade among the chief competing countries as follows:

Countries.	Imports.	Exports.
England .....	\$21,721,132	\$17,764,112
Germany .....	22,026,920	6,208,396
Russia .....	6,157,632	1,839,196
Sweden .....	6,329,624	4,113,264
Denmark .....	3,867,508	1,839,284
France .....	1,374,840	1,838,748
Holland .....	3,227,624	2,485,432
Belgium .....	3,358,308	1,791,044
United States .....	3,804,628	361,682

Consul Bordewich says that with the exception of leather, imports of American goods are steadily increasing. Imports in this line from Great Britain, Germany, and Holland, on the other hand, have been gaining, and the consul thinks it probable that jobbers in these countries have secured contracts with American manufacturers, and that the greater portion of the goods entered from those countries is of American origin. Our grain is beginning to find a market. American products rank high. During the year, laundry machinery, brick-making machinery, and flour-mill machinery have arrived from the United States.

Consul Nelson, of Horgen, notes that California canned goods and American organs have been successfully introduced.

### SWITZERLAND.

Consul Frankenthal, of Berne, reports that the imports in 1898 were valued at \$205,603,000 and the exports at \$139,698,000. The share taken by the chief countries in Swiss trade is shown in the following table:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
Germany .....	29.53	26.81	Belgium .....	2.47	1.71
Austria .....	6.22	5.80	Great Britain .....	4.78	20.48
France .....	19.14	11.50	Russia .....	5.73	4.23
Italy .....	14.63	5.35			

Consul-General DuBois, of St. Gall, says that one can now buy American watches in Berne, American ham and bacon in Basle, and that Swiss horses sleep on American straw. American hardware fills the shop windows; American shoes are in popular demand, and everywhere are striking evidences of the increased export of American wares.

Consul Morgan, of Aarau, calls attention to the fact that the United States ranks fourth both in the import and export list, taking 10.19 per cent of the exports and selling 6.85 per cent of the imports. It is interesting to note, he continues, that, during 1898, we for the first time exceeded Austria, Russia, and England in the amount imported into Switzerland. It is probable that the United States, also for the first

time in the history of our country, actually sold to Switzerland more than she bought from her, for the official figures must be considered as more or less approximate in so far as the actual imports from the United States are concerned, the Swiss custom-houses having no way of obtaining returns of American goods which are entered through the adjoining countries.

### TURKEY.

Imports in 1898 are estimated in the Statesman's Year-Book, 1899, at \$11,890,000 and exports at \$6,691,000. The latest figures for the trade by countries are for the fiscal year 1895-96, and are given for the principal countries by Consul-General Dickinson, of Constantinople, as follows:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Austria .....	\$19,231,292	\$8,399,771	Greece .....	\$1,738,570	\$1,250,176
Belgium .....	2,616,356	424,262	Persia .....	2,445,838	64,065
Bulgaria .....	3,849,044	1,527,235	Roumania .....	2,694,131	880,772
France .....	10,439,565	17,411,122	Russia .....	7,050,514	1,662,025
Germany .....	1,083,730	2,710,287	United States .....	147,199	1,563,290
Great Britain .....	32,628,655	28,138,503			

The new steamship line from New York direct to Constantinople, says the consul-general, has caused a reduction in through freights of from 25 to 33 per cent and a surprising increase in the introduction of American products. The imports of flour alone since the Barber Line was started are more than double the value of all the imports from the United States to European and Asiatic Turkey during the year 1897-98, and yet it can fairly be assumed that only a beginning in American business has been made. Arrangements are being made to open a permanent exposition of United States products in Constantinople, and the outlook for increased American commerce in the Levant is extremely promising. Certain articles manufactured in the United States, notably cotton goods, pumps, and clocks, have long enjoyed a high reputation in the East, but this has led unscrupulous manufacturers to put upon the markets inferior goods with an imitation of American trade-marks. It is believed that this exposition, under American auspices, says Mr. Dickinson, will attract dealers who wish to purchase the genuine article, and will reduce to a minimum these dishonorable practices.

## UNITED KINGDOM.

Official returns give the imports in 1899 as \$2,360,600,000 and the exports as \$1,289,600,000. The distribution of the trade in 1898 is given by Consul-General Osborne, of London, as follows:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
FOREIGN COUNTRIES.			BRITISH POSSESSIONS.		
Greece.....	\$7,241,765	\$6,295,585	Channel Islands.....	7,765,825	6,496,555
Roumania.....	12,898,005	6,915,010	Gibraltar.....	321,625	3,579,885
Turkey.....	25,093,680	83,089,765	Malta.....	464,145	4,652,320
Egypt.....	44,278,445	23,134,405	North American colonies.....	108,773,210	87,705,515
Tripoli and Tunis...	1,994,045	1,965,660	West India Islands and Guiana.....	9,295,635	14,110,065
Morocco.....	1,930,440	2,749,325	British Honduras...	1,224,765	552,905
Peria.....	966,455	1,191,085	Australasia.....	144,251,420	117,150,080
Siam.....	318,745	1,027,200	British India.....	187,350,405	151,814,670
United States.....	680,310,775	142,672,385	Straits Settlements...	19,709,545	14,064,250
Mexico.....	1,320,460	9,588,360	Ceylon.....	24,238,605	6,202,315
Central America.....	5,854,005	2,846,200	Hongkong.....	3,688,185	11,738,445
Haiti and Santo Domingo.....	457,415	1,016,470	Mauritius.....	504,315	1,307,085
Republic of Colombia	3,177,440	4,079,625	Aden.....	1,061,775	1,329,440
Venezuela.....	227,995	2,361,400	Natal.....	4,614,745	16,362,655
Ecuador.....	1,325,820	1,708,785	Cape of Good Hope...	25,471,860	49,325,670
Brazil.....	23,008,865	32,249,515	Niger Protectorate...	1,887,725	8,731,080
Uruguay.....	1,960,070	6,519,660	Lagos.....	5,647,665	2,990,960
Argentine Republic...	88,941,660	29,063,850	The Gold Coast.....	3,382,275	2,752,315
Chile.....	18,167,760	9,278,855	Sierra Leone and Gambia.....	898,760	2,067,765
Peru.....	7,687,140	4,600,120	Other possessions....	1,727,790	2,450,885
China.....	13,340,320	25,497,485			
Japan.....	5,790,670	25,310,750			
Western Coast of Africa.....	933,220	3,751,495	Total.....	497,169,775	450,553,680
Other countries.....	2,510,865	11,068,430			
Total.....	1,854,723,140	1,019,516,260	Grand total....	2,351,892,915	1,470,069,940

## TRADE IN 1899.

The London Statist, in its edition of January 13, 1900, discusses the trade of 1899 as follows:

Our foreign trade in 1899 reflects the prosperous conditions prevailing in this country and in the larger portion of the world. Speaking broadly, we may say that prosperity in England brings prosperity, in some degree, to almost every country of the world, not excluding those which consider themselves our competitors. If trade in this country is depressed and our consuming power at a low point, prices of produce, of raw materials, and of manufactured goods are affected. In 1899 our enormous consumption of both necessities and luxuries has been the direct cause of the greatly improved conditions of many of the producing countries. For 1893 our imports of foreign products were of the value of £405,000,000 (\$1,970,000,000); for 1898 they were worth £470,000,000 (\$2,287,000,000); and for 1899 they have been of the value of £485,000,000 (\$2,360,000,000), although America has retained her raw cotton for sale in the present year. But for this circumstance our purchases in 1899 would have been of the value of over £490,000,000 (\$2,384,000,000). In six years our purchases of foreign goods have increased in value 20 per cent. How far the present difficulty in South Africa will affect the trade of this country, and how far it will affect our purchases of foreign products, can not be determined. That it will have an adverse effect can not be doubted. The recent stringency of money, which was brought about largely by the war and the uncertainty as to how long the war is likely to last, is already hindering new enterprises and stopping the free flow of capital into promising ventures. If the war continues for a prolonged period, it may bring about severe trade contraction and a great decline in our consumption of foreign products, which has been so enormous during the past few years. Further, inasmuch as foreign production is largely based upon continuance of the heavy buying for this country, any reduction in our purchases may bring overproduction, seriously depress prices, and affect the position of foreign producers.

The prosperity of the Continent, of the United States, and of Australasia has caused a very large expansion in our export trade for the year, which was of the value of

nearly £265,000,000 (\$1,289,000,000), including new ships. Deducting new ships, the value was £255,465,000 (\$1,243,000,000), an expansion of 9.47 per cent over 1898. The excess of imports over exports for the year was thus £185,000,000 (\$802,900,000), as against £176,000,000 (\$856,000,000) in 1898, £128,000,000 (\$622,900,000) in 1893, and only £93,000,000 (\$452,000,000) in 1890.

The continued large balance of imports over exports testifies to the absence of any appreciable investment of British capital abroad. A certain amount of money has during the year been invested in Western Australia and in South African mines, but the amount has not been large. There have also been a few colonial loans. On the other hand, the Australian banks have repaid depositors a considerable sum of money, and we have sold a very large amount of securities to the United States. Hence there has been little or no outflow of fresh capital on balance, although, perhaps, profits accruing from foreign investments have been allowed to accumulate in foreign countries. Under these circumstances improvement in our export trade is all the more pleasing, as indicating that the countries which have bought more freely have paid for their purchases out of their increased profits and not with borrowed money. The improvement in our exports in 1899 has been shared by almost every trade in the country. The prominent exception has been cycles. The expansion in iron and steel exports has been as much as 25 per cent; in coal nearly 28 per cent; in cotton goods, 4 per cent; in woolen and worsted manufactures, 7 per cent, and in machinery nearly 7 per cent.

The principal articles of export and import in 1899, together with the increase or decrease, as compared with the preceding year, are given below:

Articles.	Exports in 1899.	Increase or decrease.
Cotton manufactures .....	\$289,566,483	+\$17,154,418
Cotton yarn .....	39,194,791	- 4,228,989
Woolen and worsted manufactures .....	71,951,203	+ 5,285,019
Woolen and worsted yarns .....	23,729,064	+ 983,033
Iron and steel .....	121,297,513	+ 24,522,294
Coal, cinders, and fuel .....	112,440,183	+ 24,186,505
Machinery .....	95,631,592	+ 6,136,657
Chemicals .....	43,092,858	+ 2,267,789
Linen manufactures .....	24,697,488	+ 3,318,953
Apparel and cloths .....	22,546,495	- 301,723
Tin plates .....	15,412,206	+ 2,058,530
Railway carriages and trucks .....	10,540,839	+ 467,451
Cycles .....	3,236,223	- 1,440,484
Corn .....	258,352,752	- 23,455,397
Cotton, raw .....	134,670,655	- 31,398,656
Wool, raw .....	114,747,204	+ 5,557,543
Meat .....	158,827,961	+ 12,980,291
Butter and oleomargarine .....	96,176,640	+ 6,895,831
Silk manufactures .....	78,394,449	- 2,501,381
Sugar .....	89,771,192	+ 4,297,654
Woolen manufactures .....	59,239,905	+ 1,323,688
Animals for food .....	46,304,748	- 4,238,722
Oils .....	47,149,519	+ 6,487,045
Wood and timber .....	111,350,387	+ 7,771,801
Iron manufactures .....	38,469,683	+ 2,842,036
Iron ore, bars, etc .....	31,987,505	+ 7,032,098
Cotton manufactures .....	22,838,485	+ 1,532,948
Tobacco .....	27,330,264	+ 8,414,179
Cheese .....	26,838,748	+ 2,652,243

Consul Boyle, of Liverpool, notes that general conditions of trade and commerce are prosperous. For some time, there has been an increasing home demand, which has taxed the productive capacity of Great Britain to meet, special reference being had to shipbuilding and to railroad and municipal improvements, these enterprises giving employment to numerous branches of manufacture, particularly in metals. Having to a measurable extent caught up with the home demand, British manufacturers have now commenced in earnest to endeavor to recover their lost ground abroad. The large importations of American machine tools, and the adoption, to some extent at least, of new ideas in manufacture and in business methods, have given the British mills and factories a great increase in productive capacity. During the last year, he continues, there have been fewer labor

troubles than usual. A general review of the situation leads to the conclusion that American manufacturers must expect changed conditions from now on in their competition with British manufacturers, although it is freely conceded by the best authorities in England that the advantage must finally rest with the American manufacturers.

Mr. Boyle gives the general advice to all those seeking the British market, whether the articles be food products or manufactures—send the best, and do not let the standard deteriorate. He notes among the interesting trade items of the year the fact that a Liverpool dry-goods firm imported a quantity of silk from the United States, and that Michigan sent soda ash to that district, the latter item being like “sending coals to Newcastle.”

Shipments of chilled poultry from the United States have met with the greatest success, and a rapidly increasing trade is being established and is likely to continue, especially during the period from January to June in each year. Imports of chilled pork are likewise on the increase. Canned fruits from California still command the market, but canned meats from Australasia and South America, particularly the latter, are competing keenly. There is an active demand for green fruit from California and Oregon, as well as for dried fruits. It will interest manufacturers of agricultural implements, continues Mr. Boyle, to know that there is a long-felt want in England for an improved light-draft self-binding reaper. The Lancashire Royal Agricultural Society is advertising to give prizes at a trial to be made in the summer of 1900 for this class of machinery.

#### COMMERCIAL INTELLIGENCE DEPARTMENT.

Consul Boyle writes from Liverpool, January 5, 1900:

Heretofore, the British Board of Trade Journal, a Government publication similar to the American Consular Reports, has been issued monthly. Complaints have been freely made by the British press and by chambers of commerce that the information contained therein was often too late in reaching the public to be of much practical value, and comparison was made with the system of the United States Government in publishing daily Advance Sheets of Consular Reports. On the 4th instant there appeared the first number of the weekly issue of the Board of Trade Journal. Its price is fixed at 1d. (2 cents), while the price of the former monthly issue was 6d. (12 cents). Considering the admitted conservatism of the British Government in such matters, this new departure is very significant. It is undoubtedly a manifestation of the newly awakened spirit in Great Britain in the direction of greater enterprise and more modern methods to meet ever-increasing foreign competition both at home and abroad, particularly from the United States and Germany.

Equally significant is the establishment of the new “commercial intelligence branch of the board of trade,” the following particulars of which are taken from an official announcement dated the 1st instant:

“The intelligence branch of the commercial department of the board of trade has been established with a view to meet the constantly increasing demand for prompt and accurate information on commercial matters, so far as it can be met by Government action. In deciding to establish this new branch, the board of trade have been largely influenced by the recommendations contained in the report of a departmental committee composed not only of representatives of the various Government departments concerned, but also of prominent representatives of commercial interests, which was appointed by Mr. Ritchie, the president of the board, in July, 1897. The committee referred to was requested to consider and advise (1) as to the best means of collecting and of disseminating among those interested prompt and accurate information upon commercial subjects, and (2) as to the collection of samples, especially of goods of foreign manufacture competing with British productions, and the exhibition of such samples to manufacturers and traders in this country. As a result of their deliberations, the committee recommended under head (1) the

establishment of a new office, under the board of trade, on lines which the board have followed generally in the creation of the intelligence branch, and this branch is consequently intended to become a center at which information on all subjects of commercial interest shall be collected and focused in a form convenient for reference. In addition, it will be the duty of the branch, as far as circumstances permit, to afford information in reply to all inquiries on commercial matters which may be addressed to it, whether written or verbal. The 'intelligence branch' will endeavor, on application being made to it, to supply information in regard to the following subjects, viz: Commercial statistics, matters relating to foreign and colonial tariffs, excise and 'consumption' duties; port, harbor, and tonnage dues, and other charges on shipping; customs regulations, consular fees, forms of certificates of origin, regulations concerning commercial travelers, trading licenses, foreign and colonial contracts open to tender, foreign and colonial bounties, lists of firms engaged in particular lines of business in different localities, etc. An inquiry room, at which copies of official publications, directories, and other works of reference may be consulted, is reserved at the offices of the branch for the convenience of personal applicants."

#### TRADE IN SCOTLAND.

The following extracts are from the report of Consul Fleming, of Edinburgh:

The tendency of trade in this part of Scotland in 1899 indicates that American exporters are giving attention to a market long practically neglected. Although American goods of various kinds have been sold in Scotland for many years to a limited extent, it can hardly be said that there was a serious effort to build up a trade in any line until the manufacturers set themselves to the work of placing their wares before the people directly, by sending representatives here either from the United States or from London agencies. So long as the manufacturers were content to let a general agent in London or Liverpool simply take orders for Scotland when they happened to get any, the growth of trade was exceedingly slow. When modern methods of trade extension were adopted and agents from the United States as well as salesmen from London and Liverpool were sent among Scottish business men to show wares and prices, there was a quick change for the better in the current of commerce. Manufacturers on the other side took a wrong view of Scotland to begin with. They seemed to look upon this division of the United Kingdom as commercially a mere appendage of England. The fact is that laws, business methods, and business habits in Scotland differ from those in England, and to obtain trade here a foreign manufacturer must present himself to Scottish business men, and meet their requirements, quite irrespective of any connection, however successful, he may have elsewhere in Great Britain. The Scotsman thinks for himself. He selects goods upon what he considers their merits. No one is more alert than he to discover real value in wares of any kind, and it follows that the best way to sell goods of real value in Scotland is to bring them under the notice of Scottish business houses directly. American manufacturers are adopting this plan, and they find that it pays. This is pretty clearly shown by the increasing proportion of American exports which come to Scottish ports, which proportion will, it is probable, grow steadily in the future, inasmuch as the facilities for all-water transportation between North Britain and the United States are improving.

The importance of this part of the United Kingdom as a market for manufactures may not be fully understood in the United States. Scotland is not a manufacturing community. The great manufacturing industries do not number half a dozen, including shipbuilding, distilling, and tweed, linen, and burlap manufacture. Comparatively few of the articles in common use are produced here. They are imported from England and abroad. There is among the people little if any prejudice against foreign-made wares. In proportion to population and wealth, Scotland is, in my opinion, a better market for American goods than England. Of course, the latter country is a much larger field to cultivate, but the trade of Scotland is decidedly worth striving for. United States manufacturers made a good start in 1897, improved their position in 1898, and in 1899 they have been gaining ground in several directions. Evidences are found on every hand that our goods are coming to this market in constantly increasing quantities.

The imports of agricultural machinery, printing presses and folding machines, metal-working and wood-working machinery, tools and implements, woodenware, clocks, watches, etc., are growing.

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## REPORTS OF CONSULAR OFFICERS.

NOTE.—The annual returns of declared exports, which were formerly published in Commercial Relations, will be printed this year in a separate volume, similar to the quarterly statements of Exports Declared for the United States.





# AFRICA.

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## CANARY ISLANDS.

Trade in the Canary Islands could be made very profitable to American merchants if a direct line of steamers were established. A line from New York to Las Palmas, Santa Cruz de Tenerife, Sierra Leona, Liberia, and the Gold Coast, running once or twice a month, would carry enough freight and passengers to pay. The people here are anxious to have direct communication with the United States, and will give such a line their hearty support. Freight shipped via England takes three to four weeks in transit, and the transfer to steamers makes charges very high. It is entirely in the hands of English merchants, who manage their affairs via Liverpool and London,

The principal American products brought here are petroleum, tobacco, flour, maize, ham, lard, and lumber. A very good market could be made for furniture, shooks, ink, soap, cement, hardware, canned goods (meats), and cereals.

Trade here at present is in a healthy condition. The exports consist of fruits—which all go to England—potatoes, garlic, onions, almonds, wine, and cochineal.

The cement used here is imported from Belgium, and nearly all the lumber and all the shooks come from Norway.

SOLOMON BERLINER, *Consul.*

TENERIFFE, *September 16, 1899.*

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## NAVIGATION AT THE CANARY ISLANDS.

Statistics of the maritime business at this port are given in inclosed clipping. The vessels printed as coming from America are all from South and Central America; not one steamer entered this port from the United States, and only four sailing vessels carrying our flag have cleared from Tenerife during the year ending December 31, 1899. There have arrived more vessels than stated from the United States; they did not fly the United States flag, but carried merchandise and wares from there.

I have cleared during my term of office, from September 8 to December 31, 1899, 22 vessels, of which 20 were steamers and 2 sailing vessels; of these, only 1 was under the American flag, a sailing vessel. The business of this port has nearly doubled in the last ten years, and the general merchandise business, I am informed, is more than three times what it was ten years ago. Any amount of business in every

line could be done if there were direct communication with the United States.

SOLOMON BERLINER.

TENERIFFE, *January 5, 1900.*

During December, 1899, 172 steamers entered the port of Teneriffe, classified according to flag as follows:

English .....	64	Swedish (war) .....	2
Spanish (1 war) .....	46	Belgian .....	1
German (1 war) .....	31	Peruvian .....	1
French (1 war) .....	20	Russian (war) .....	1
Italian .....	3		
Norwegian .....	3	Total .....	172

During the same period 3 foreign sailing vessels (1 war) and 85 vessels engaged in coasting trade entered the port, making a total of 261 vessels, with tonnage 409,510, crew 9,873, passengers 9,603.

The number of steamers entering this port during the year 1899 was 1,685, distributed by months as follows:

January .....	133	July .....	129
February .....	125	August .....	122
March .....	156	September .....	121
April .....	136	October .....	144
May .....	141	November .....	162
June .....	144	December .....	172

During the same year 1,078 sailing vessels entered, making a total of 2,763 vessels, with tonnage 3,878,906, crew 83,841, and passengers 97,653, classified according to origin as follows:

Europe and islands .....	2,169
Africa .....	276
America .....	259
Oceania .....	59
Total .....	2,763

Of this number, 47 were ships of war.

Spanish .....	26	Russian .....	2
French .....	7	German .....	1
Argentine .....	3	Dutch .....	1
Swedish .....	3	English .....	1
Portuguese .....	2	Norwegian .....	1

The following is a comparative statement showing the increase during the last ten years:

1890 .....	961	1895 .....	1,068
1891 .....	962	1896 .....	1,324
1892 .....	964	1897 .....	1,375
1893 .....	986	1898 .....	1,257
1894 .....	984	1899 .....	1,685

## BRITISH SOUTH AFRICA.

Notwithstanding the falling off in imports of merchandise into South Africa for 1898 as compared with 1897, imports from the United States have not decreased, and when it is taken into consideration that imports of some articles were lessened owing to the war with Spain, and that crops were destroyed by locusts, fly, and drought, the showing is a satisfactory one, and in its proportion to total imports is reached by no other country.

The total imports for 1898, exclusive of specie, into all South Africa was £23,902,428 (\$116,321,165.84), an increase of over £20,000 (\$97,330). The following were the value of imports into South Africa, exclusive of specie, for the years 1897 and 1898, by ports:

Ports.	1897.	1898.
Cape Colony .....	\$87,265,484.30	\$80,887,819.24
Natal .....	28,199,235.87	25,905,430.66
Delagoa Bay .....	12,936,237.36	8,668,462.84
Beira .....	999,189.78	859,453.10
Total .....	127,400,147.31	116,321,165.84

The Portuguese territory on the east coast included in the territory shown as South Africa is not in this jurisdiction, but as through the ports of that territory imports for parts of South Africa enter, it was necessary, in order to give the total, to obtain the figures for those ports, and I am indebted for the courtesy to United States Consul Hollis, of Lourenço Marquez. But the above figures are not a correct showing of the imports from the United States, for the reason that large values are brought in from Great Britain and other countries, purchased through the foreign agencies of United States manufacturers and producers and export commission houses. Those in a position to know state that the sum of \$1,000,000 may be with safety added to the above figures for 1898. These imports, it is said, include steel rails, iron piping, bridge and other structural work, freight cars, mining machinery, furniture, peas, corn, dried fruits, wire fencing, lard, canned meats, telegraph material, etc. I can not believe, however, that such heavy goods as those first mentioned would be largely shipped via Great Britain, for it would seem a matter of economy to ship direct to South Africa. Large quantities of salted and canned meats and fish are, however, sent through foreign agencies, the latter also through a California agency in Australia.

I give below figures of imports and exports into all of South Africa, with the exception of Portuguese territory, in 1898, the statistics covering the leading articles in which the United States is represented. I have given quantities, wherever possible, instead of values, as these are sometimes underestimated. The table is not as complete as I would wish, for the reason that this colony and its dependencies do not classify goods under the same headings and do not give details of different lines; for instance, "hardware and cutlery" cover many kinds of goods that I would be pleased to enumerate, but can not. The total United States exports to South Africa, by ports, for 1897 and 1898 are stated below. Those through Portuguese territory for 1898 are estimated, as correct returns can not be obtained for thirty days.

	1897.	1898.
Cape Colony .....	\$8,780,203.80	\$10,605,068.26
Natal .....	3,204,999.04	2,849,004.30
Portuguese territory .....	971,523.00	599,983.28
Total .....	13,956,725.84	14,054,055.84

Not a very large increase in the total, but the gain in cereals, etc., was astonishing. Decreases in other articles cut down the total.

*Chief imports through ports of Cape Colony.*

Articles and countries.	1897.	1898.
<b>Ale and beer:</b>		
United Kingdom ..... gallons..	599,959	616,619
Belgium ..... do .....	27,679	28,340
Germany ..... do .....	150,772	168,819
United States ..... do .....	36,091	17,269
Holland ..... do .....	4,859	6,903
<b>Animals:</b>		
<b>Donkeys—</b>		
United Kingdom ..... number..	18	2
St. Helena ..... do .....	90	.....
Argentine Republic ..... do .....	12	.....
United States ..... do .....	90	52
<b>Horses—</b>		
United Kingdom ..... do .....	174	159
Australia ..... do .....	90	127
Argentine Republic ..... do .....	22	18
United States ..... do .....	11	145
<b>Mules—</b>		
Argentine Republic ..... do .....	1,296	.....
United States ..... do .....	1,284	836
<b>Sheep—</b>		
United Kingdom ..... do .....	874	158
Argentine Republic ..... do .....	8	977
United States ..... do .....	129	78
France ..... do .....	116	.....
<b>Antifriction grease:</b>		
United Kingdom ..... pounds..	1,182,881	1,245,896
Germany ..... do .....	19,288	816
United States ..... do .....	274,211	257,366
<b>Apparel and slops:</b>		
United Kingdom ..... dollars..	4,078,376.63	3,677,022.34
Holland ..... do .....	5,766.86	9,725.89
Germany ..... do .....	56,078.06	51,704.79
United States ..... do .....	41,696.94	47,604.29
Belgium ..... do .....	5,790.43	.....
<b>Arms:</b>		
<b>Guns—</b>		
United Kingdom ..... number..	9,213	3,543
Germany ..... do .....	2,746	3,069
United States ..... do .....	387	130
Belgium ..... do .....	463	221
<b>Pistols—</b>		
United Kingdom ..... do .....	1,873	1,575
Belgium ..... do .....	170	47
Germany ..... do .....	34	61
United States ..... do .....	163	322
<b>Cartridges—</b>		
United Kingdom ..... do .....	9,662,964	7,658,447
Germany ..... do .....	1,657,725	1,506,902
United States ..... do .....	1,098,125	435,000
Belgium ..... do .....	195,750	188,001
<b>Gunpowder:</b>		
United Kingdom ..... pounds..	126,940	102,957
Germany ..... do .....	30,323	8,092
United States ..... do .....	7,076	3,116
Belgium ..... do .....	1,474	1,066
<b>Gunpowder, blasting, and dynamite:</b>		
United Kingdom ..... do .....	4,194,498	1,941,530
Germany ..... do .....	1,673,642	566,530
United States ..... do .....	423,650	.....
<b>Bags, grain, etc.:</b>		
United Kingdom ..... number..	719,007	1,118,948
British Possessions ..... do .....	6,332,187	2,500,477
Germany ..... do .....	788,900	831,397
United States ..... do .....	214,552	125,441
<b>Bicycles:</b>		
United Kingdom ..... dollars..	897,426.40	661,151.20
Belgium ..... do .....	4,618.81	2,162.54
Germany ..... do .....	36,785.88	23,536.71
Holland ..... do .....	5,662.40	2,464.48
United States ..... do .....	144,637.25	164,414.66
<b>Brush ware:</b>		
United Kingdom ..... do .....	92,778.87	93,737.76
Germany ..... do .....	7,913.75	7,757.91
United States ..... do .....	19,863.74	23,089.97
<b>Butter:</b>		
United Kingdom ..... pounds..	1,088,499	1,186,980
British Possessions ..... do .....	26,463	12,030
Australia ..... do .....	1,224,980	1,619,085
Germany ..... do .....	221,664	130,679
Holland ..... do .....	468,163	250,910
United States ..... do .....	8,308	1,169
Denmark ..... do .....	24,066	16,795

*Chief imports through ports of Cape Colony—Continued.*

Articles and countries.	1897.	1898.
<b>Butter—Continued.</b>		
<b>Margarine—</b>		
United Kingdom.....pounds..	708,849	160,087
Germany.....do.....	116,824	49,728
Holland.....do.....	798,557	408,789
United States.....do.....	180,914	45,522
Belgium.....do.....	4,494	5,824
<b>Candles:</b>		
United Kingdom.....do.....	4,024,822	8,116,677
Belgium.....do.....	154,444	94,722
Germany.....do.....	28,115	20,517
United States.....do.....	154,730	228,600
Holland.....do.....	8,497	4,693
<b>Carriages, carts, etc.:</b>		
United Kingdom.....dollars..	1,044,282.87	1,221,788.36
United States.....do.....	355,208.06	299,343.91
Germany.....do.....	44,463.10	6,915.40
Holland.....do.....	5,624.85	82.79
<b>Cheese:</b>		
United Kingdom.....pounds..	316,906	357,079
Australia.....do.....	74,127	76,210
Belgium.....do.....	4,214	8,906
Germany.....do.....	83,496	22,119
Holland.....do.....	1,737,798	2,189,511
United States.....do.....	18,696	14,845
<b>Clocks and watches:</b>		
United Kingdom.....dollars..	103,151.47	90,747.58
Germany.....do.....	16,738.82	18,816.07
United States.....do.....	86,900.28	62,285.62
<b>Coal:</b>		
United Kingdom.....tons.....	269,898	213,221
Australia.....do.....	1,391	1,448
Belgium.....do.....	193	320
Germany.....do.....	56	1,529
United States.....do.....	.....	25,004
<b>Confectionery and preserves:</b>		
United Kingdom.....pounds..	3,926,906	8,538,858
British Possessions.....do.....	107,174	102,857
France.....do.....	14,240	18,744
Belgium.....do.....	2,835	2,591
Germany.....do.....	42,130	56,891
United States.....do.....	133,898	139,719
Holland.....do.....	15,961	20,207
India.....do.....	55,115	72,394
China.....do.....	12,596	28,164
<b>Cordage:</b>		
United Kingdom.....cwt.....	18,064	9,806
United States.....do.....	2,228	1,061
India.....do.....	2,682	1,146
<b>Cereals:</b>		
<b>Barley—</b>		
United Kingdom.....pounds..	5,817	8,756
Germany.....do.....	2,941	.....
Argentine Republic.....do.....	400,732	.....
Chile.....do.....	10,800	.....
United States.....do.....	510,740	50,435
<b>Beans and peas—</b>		
United Kingdom.....do.....	287,650	808,605
Germany.....do.....	300,280	240,310
United States.....do.....	2,169,958	1,468,859
<b>Corn—</b>		
United Kingdom.....do.....	687,400	151,040
Argentine Republic.....do.....	41,482,747	17,232,299
United States.....do.....	13,559,376	8,705,219
India.....do.....	104,400	.....
British Possessions.....do.....	1,241,455	811,415
Uruguay.....do.....	.....	1,536,377
<b>Oats—</b>		
United Kingdom.....do.....	767,784	567,792
Australia.....do.....	1,647,126	202,847
India.....do.....	246,000	5,200
Argentine Republic.....do.....	1,407,405	1,039,812
United States.....do.....	4,127,897	262,786
<b>Wheat—</b>		
United Kingdom.....do.....	1,267,257	195,238
Australia.....do.....	156,890	25,335,029
Argentine Republic.....do.....	21,580	.....
Chile.....do.....	5,019,829	10,495,817
United States.....do.....	186,237,801	194,569,831
Uruguay.....do.....	.....	1,641,232
<b>Samp—</b>		
United States.....do.....	6,755,028	27,748,663

*Chief imports through ports of Cape Colony—Continued.*

Articles and countries.	1897.	1898.
<b>Cereals—Continued.</b>		
Other grains—		
United Kingdom.....pounds..	21,188	13,085
British Possessions.....do..	19,525	151,254
Germany.....do..	87,742	9,761
United States.....do..	6,424,876	2,662,744
France.....do..	12,000	.....
Bran—		
United Kingdom.....do..	54,900	.....
Argentine Republic.....do..	284,122	329,700
United States.....do..	1,296,887	21,983
Uruguay.....do..	.....	120,879
Flour—		
United Kingdom.....do..	731,741	295,488
Germany.....do..	651	2,870
Australia.....do..	10,000	901,800
United States.....do..	13,406,642	15,040,868
Holland.....do..	4,480	.....
British Possessions.....do..	820,827	421,177
Corn meal—		
British Possessions.....do..	140,708	3,308,594
United States.....do..	10,538,598	23,789,176
Cotton piece goods, etc.:		
United Kingdom.....dollars..	3,204,966.48	3,849,233.89
Germany.....do..	90,654.79	151,929.39
France.....do..	2,688.87	2,108.71
Belgium.....do..	4,500.14	111,118.79
United States.....do..	27,763.87	88,713.42
Holland.....do..	15,296.67	22,762.38
Cotton hosiery:		
United Kingdom.....do..	1,418,390.88	1,867,646.97
Germany.....do..	31,343.82	24,827.25
Holland.....do..	2,490.18	1,607.10
United States.....do..	17,624.53	13,139.26
Drugs and chemicals:		
United Kingdom.....do..	834,114.12	729,092.57
Germany.....do..	39,371.68	49,610.69
Belgium.....do..	2,006.44	4,933.31
United States.....do..	102,055.72	77,647.28
Holland.....do..	3,759.64	287.85
Eggs:		
United Kingdom.....number..	172,564	51,820
Australia.....do..	9,344	3,600
Germany.....do..	14,880	5,620
Holland.....do..	.....	15,340
Madeira Islands.....do..	2,325,427	4,452,198
Canary Islands.....do..	75,590	43,000
United States.....do..	252,468	89,992
Fish, dried and frozen:		
United Kingdom.....pounds..	108,203	34,955
Germany.....do..	3,380	1,699
United States.....do..	4,890	.....
Holland.....do..	770	.....
Australia.....do..	1,647	7,417
Fruits and raisins, dried and preserved:		
United Kingdom.....do..	1,970,762	1,048,176
Belgium.....do..	7,102	.....
Australia.....do..	14,820	10,442
France.....do..	8,085	9,570
Germany.....do..	37,094	29,684
Holland.....do..	4,236	.....
United States.....do..	315,284	412,089
British Possessions.....do..	8,441	8,459
Furniture and cabinet ware:		
United Kingdom.....dollars..	1,556,578.62	1,300,504.28
Holland.....do..	19,163.19	6,503.72
British Possessions.....do..	21,374.43	19,187.80
Germany.....do..	141,707.26	119,626.68
Belgium.....do..	9,511.11	14,271.97
United States.....do..	197,142.47	179,744.89
Glass, plate and window:		
United Kingdom.....do..	278,588.35	34,255.58
Belgium.....do..	50,657.74	27,398.75
Germany.....do..	34,117.33	1,646.06
United States.....do..	13,738.27	224.02
Holland.....do..	5,381.35	228.89
Glucose:		
United Kingdom.....pounds..	101,414	860,034
Belgium.....do..	10,976	.....
Germany.....do..	12,804	.....
United States.....do..	854,125	1,499,015

*Chief imports through ports of Cape Colony—Continued.*

Articles and countries.	1897.	1898.
<b>Glue:</b>		
United Kingdom .. .. . pounds..	187, 414	120, 474
Germany .. .. . do...	8, 091	13, 762
Holland .. .. . do...	672	-----
United States .. .. . do...	805	961
<b>Haberdashery and millinery:</b>		
United Kingdom .. .. . dollars..	5, 977, 886. 04	5, 958, 683. 63
British Possessions .. .. . do...	17, 307. 98	106, 816. 97
Belgium .. .. . do...	5, 089. 15	5, 822. 91
France .. .. . do...	20, 468. 51	24, 350. 00
Germany .. .. . do...	113, 305. 42	112, 102. 53
United States .. .. . do...	11, 580. 86	6, 229. 23
<b>Hardware and cutlery:</b>		
Wire fencing—		
United Kingdom .. .. . cwt..	123, 200	70, 316
Belgium .. .. . do...	32, 202	16, 276
Germany .. .. . do...	26, 604	25, 512
Holland .. .. . do...	2, 164	4, 171
United States .. .. . do...	73, 605	68, 251
Unenumerated—		
United Kingdom .. .. . dollars..	2, 890, 083. 82	2, 764, 212. 00
British Possessions .. .. . do...	35, 330. 98	43, 041. 06
Belgium .. .. . do...	44, 755. 30	51, 251. 88
Germany .. .. . do...	292, 846. 67	275, 792. 97
United States .. .. . do...	302, 027. 65	300, 279. 33
Holland .. .. . do...	9, 009. 50	13, 504. 51
<b>Hats and caps:</b>		
United Kingdom .. .. . dozen..	115, 297	115, 042
Germany .. .. . do...	1, 430	922
United States .. .. . do...	183	163
<b>Hay:</b>		
United Kingdom .. .. . cwt..	1, 214	291
Australia .. .. . do...	11, 714	98
Argentine Republic .. .. . do...	32, 472	9, 248
United States .. .. . do...	4, 952	635
<b>Implements, agricultural, and tools:</b>		
United Kingdom .. .. . dollars..	274, 488. 33	194, 605. 20
Germany .. .. . do...	55, 746. 89	61, 845. 69
United States .. .. . do...	274, 517. 03	184, 406. 33
<b>Implements, musical:</b>		
United Kingdom .. .. . do...	187, 051. 83	181, 051. 99
Germany .. .. . do...	182, 508. 12	174, 784. 30
United States .. .. . do...	38, 180. 80	27, 690. 82
<b>Iron, piping:</b>		
United Kingdom .. .. . do...	353, 420. 77	562, 548. 31
United States .. .. . do...	106, 726. 06	120, 415. 62
Belgium .. .. . do...	11, 569. 96	10, 933. 15
<b>Lamps and lamp ware:</b>		
United Kingdom .. .. . do...	108, 674. 05	113, 595. 73
Germany .. .. . do...	54, 534. 26	47, 506. 85
United States .. .. . do...	23, 225. 03	20, 614. 71
<b>Lard:</b>		
United Kingdom .. .. . pounds..	139, 572	140, 149
Germany .. .. . do...	840	-----
United States .. .. . do...	883, 221	1, 208, 763
<b>Leather:</b>		
Unmanufactured—		
United Kingdom .. .. . do...	430, 617	362, 918
Australia .. .. . do...	115, 162	45, 929
United States .. .. . do...	220, 939	162, 382
Germany .. .. . do...	1, 918	1, 040
Boots and shoes—		
United Kingdom .. .. . dozen..	241, 945	226, 158
Germany .. .. . do...	7, 139	7, 068
United States .. .. . do...	4, 229	3, 105
Saddlery and harness—		
United Kingdom .. .. . dollars..	528, 042. 79	333, 112. 87
Germany .. .. . do...	5, 366. 74	2, 336. 82
United States .. .. . do...	13, 947. 68	12, 037. 07
<b>Linen, manufactured:</b>		
United Kingdom .. .. . do...	285, 946. 92	192, 467. 27
Germany .. .. . do...	6, 993. 32	4, 996. 62
Holland .. .. . do...	1, 426. 91	233. 76
United States .. .. . do...	16, 743. 06	9, 681. 56
<b>Machinery:</b>		
Agricultural—		
United Kingdom .. .. . do...	180, 677. 00	238, 907. 59
Belgium .. .. . do...	5, 361. 87	1, 446. 69
United States .. .. . do...	74, 437. 95	96, 216. 59
Germany .. .. . do...	5, 361. 87	2, 844. 08



*Chief imports through ports of Cape Colony—Continued.*

Articles and countries.	1897.	1898.
<b>Machinery—Continued.</b>		
Other than agricultural—		
United Kingdom .....dollars..	4,856,589.32	3,299,789.67
Belgium.....do.....	108,805.54	135,585.67
Germany.....do.....	173,753.85	111,290.89
Holland.....do.....	66,363.49	6,292.04
United States.....do.....	1,369,239.46	1,408,611.14
France.....do.....	9,606.86	423.69
<b>Matches:</b>		
United Kingdom.....gross.....	15,690	40,049
Belgium.....do.....	39,075	40,125
Germany.....do.....	35,850	84,747
Sweden.....do.....	105,500	11,875
United States.....do.....	5,000	.....
<b>Meat:</b>		
Frozen—		
United Kingdom.....pounds..	990,716	6,610
Australia.....do.....	672,723	1,947,758
Canned and cured—		
United Kingdom.....do.....	3,279,108	3,260,404
France.....do.....	5,825	29,801
Germany.....do.....	89,055	60,530
United States.....do.....	2,644,398	2,301,447
Australia.....do.....	207,229	557,021
Belgium.....do.....	1,608	4,082
Holland.....do.....	18,291	16,172
<b>Oils:</b>		
Unenumerated—		
United Kingdom.....gallons..	24,392	55,531
Germany.....do.....	172	171
Holland.....do.....	3,951	.....
United States.....do.....	14,546	28,724
Mineral—		
United Kingdom.....do.....	1,402	3,507
Germany.....do.....	2,276	1,864
United States.....do.....	2,794,647	2,456,738
<b>Lard—</b>		
United Kingdom.....do.....	7,888	1,044
United States.....do.....	91,374	62,512
<b>Machine and engine—</b>		
United Kingdom.....do.....	154,798	73,774
Germany.....do.....	7,476	13,607
United States.....do.....	137,283	187,190
<b>Paints and colors:</b>		
United Kingdom.....dollars..	222,656.40	200,794.97
Germany.....do.....	4,908.96	3,423.48
United States.....do.....	16,148.92	14,027.47
<b>Paints:</b>		
Varnish—		
United Kingdom.....gallons..	32,212	33,830
United States.....do.....	4,074	4,548
Turpentine—		
United Kingdom.....do.....	10,396	11,391
United States.....do.....	37,906	32,862
<b>Plate and silverware:</b>		
United Kingdom.....dollars..	196,231.78	173,070.06
Germany.....do.....	17,371.29	11,152.30
United States.....do.....	11,400.67	10,923.51
<b>Potatoes:</b>		
United Kingdom.....pounds..	3,876,878	3,641,528
St. Helena.....do.....	138,760	89,595
Australia.....do.....	1,064,051	163,314
France.....do.....	251,436	939,589
Germany.....do.....	180,280	215,421
Canary Islands.....do.....	938,989	762,175
United States.....do.....	121,388	.....
<b>Provisions:</b>		
Fish, preserved—		
United Kingdom.....do.....	3,066,695	4,052,432
Belgium.....do.....	27,508	24,240
France.....do.....	51,132	35,174
Germany.....do.....	57,413	80,724
Holland.....do.....	41,774	43,460
United States.....do.....	446,945	441,275
Fruit, preserved—		
United Kingdom.....do.....	267,897	265,229
Australia.....do.....	2,240	3,151
France.....do.....	4,487	5,385
Germany.....do.....	13,950	9,515
United States.....do.....	302,672	358,857
Vegetables, preserved—		
United Kingdom.....do.....	379,879	490,830
Belgium.....do.....	21,270	61,767
France.....do.....	98,600	55,983

*Chief imports through ports of Cape Colony—Continued.*

Articles and countries.	1897.	1898.
<b>Provisions—Continued.</b>		
<b>Vegetables, preserved—Continued.</b>		
Germany.....pounds..	94,486	91,381
Holland.....do.....	46,861	22,769
United States.....do.....	56,586	83,907
<b>Golden sirup—</b>		
United Kingdom.....do.....	2,567,727	2,656,471
Australia.....do.....	112,000	60,480
United States.....do.....	25,925	5,141
<b>Honey—</b>		
United Kingdom.....do.....	23,807	20,621
Australia.....do.....	3,980	2,358
United States.....do.....	3,121	7,009
Germany.....do.....	281	.....
<b>Maize—</b>		
United Kingdom.....do.....	12,418	9,911
United States.....do.....	267,185	334,460
<b>Milk, condensed—</b>		
United Kingdom.....do.....	8,108,445	7,628,936
Belgium.....do.....	48,727	59,373
Germany.....do.....	1,076,951	101,458
Holland.....do.....	651,506	652,342
United States.....do.....	78,670	61,116
<b>Oatmeal—</b>		
United Kingdom.....do.....	1,804,213	1,733,071
United States.....do.....	1,046,225	1,514,475
Holland.....do.....	2,250	.....
Germany.....do.....	1,292	1,980
<b>Peas, split—</b>		
United Kingdom.....do.....	159,025	140,056
United States.....do.....	489,520	484,172
<b>Unenumerated—</b>		
United Kingdom.....dollars..	684,605.12	612,831.06
Germany.....do.....	22,708.94	22,309.47
Holland.....do.....	19,207.28	12,720.40
United States.....do.....	55,357.29	53,618.70
<b>Railway material:</b>		
United Kingdom.....do.....	1,874,581.18	753,350.04
Germany.....do.....	13,105.17	5,834.26
United States.....do.....	96,898.39	314,504.60
Australia.....do.....	26,341.88	213,861.18
Belgium.....do.....	21,268.86	61,030.84
Holland.....do.....	1,422.04	48,006.46
<b>Salt:</b>		
United Kingdom.....pounds..	8,467,492	11,464,160
Germany.....do.....	58,000	437,617
United States.....do.....	49,465	20,000
<b>Soap:</b>		
United Kingdom.....do.....	11,585,485	13,426,298
France.....do.....	1,317	1,843
Belgium.....do.....	8,616	.....
Germany.....do.....	116,435	115,934
Holland.....do.....	15,191	26,246
United States.....do.....	177,397	90,784
<b>Spirits, whisky:</b>		
United Kingdom.....gallons..	341,687	225,292
Germany.....do.....	309	1,888
United States.....do.....	1,108	661
<b>Stationery:</b>		
<b>Books, printed—</b>		
United Kingdom.....dollars..	607,711.81	677,645.89
Germany.....do.....	9,832.53	14,790.19
Holland.....do.....	88,303.23	33,466.12
United States.....do.....	22,933.83	23,205.55
<b>Paper for printing, etc.—</b>		
United Kingdom.....do.....	257,184.18	228,310.47
Belgium.....do.....	7,192.99	7,865.05
United States.....do.....	1,198.02	10,966.72
Germany.....do.....	12,715.57	20,687.76
<b>Typewriters—</b>		
United Kingdom.....do.....	33,573.78	32,702.05
United States.....do.....	17,731.41	33,700.40
<b>All other kinds—</b>		
United Kingdom.....do.....	1,031,949.78	1,033,384.78
Belgium.....do.....	8,470.23	6,491.71
Germany.....do.....	72,285.41	54,943.34
Holland.....do.....	9,551.64	10,300.05
United States.....do.....	41,287.36	40,571.97
<b>Steel:</b>		
United Kingdom.....cwt.....	72,614	62,845
Belgium.....do.....	706	547
United States.....do.....	1,262	5,121
Germany.....do.....	51	151

*Chief imports through ports of Cape Colony—Continued.*

Articles and countries.	1897.	1898.
<b>Slates, building:</b>		
United Kingdom ..... number..	1,129,297	968,903
Belgium ..... do.....	32,500	131,885
United States ..... do.....		68,475
<b>Sugar, refined and unrefined:</b>		
United Kingdom ..... pounds..	1,993,493	1,751,222
Belgium ..... do.....	10,385	387,850
France ..... do.....	16,842	5,352
Germany ..... do.....	7,526,965	4,607,344
Holland ..... do.....	2,364,333	1,438,201
United States ..... do.....	836,365	389,731
Mauritius ..... do.....	59,771,796	68,600,231
<b>Tallow:</b>		
United Kingdom ..... do.....	83,809	49,684
Australia ..... do.....	10,242	4,336
United States ..... do.....	46,488	
<b>Telegraph material:</b>		
United Kingdom ..... dollars..	103,102.77	41,290.46
Germany ..... do.....	749.98	188.93
United States ..... do.....	243.50	282.46
<b>Tobacco:</b>		
<b>Cigars—</b>		
United Kingdom ..... number..	9,992,295	6,910,718
Mauritius ..... do.....	78,400	
British Possessions ..... do.....	3,404,685	1,688,738
Belgium ..... do.....	181,291	176,960
Germany ..... do.....	3,276,721	2,192,677
Holland ..... do.....	1,930,224	1,265,056
United States ..... do.....	1,050,165	221,525
Spain ..... do.....	83,475	89,580
China ..... do.....	105,000	
<b>Cigarettes—</b>		
United Kingdom ..... do.....	21,563,472	20,413,256
British Possessions ..... do.....	1,043,300	1,184,680
Germany ..... do.....	327,028	468,170
Holland ..... do.....	87,500	10,973
United States ..... do.....	57,745,400	55,009,290
<b>Unmanufactured—</b>		
United Kingdom ..... pounds..	36,849	73,282
British Possessions ..... do.....	12,550	15,890
Germany ..... do.....	61,127	8,898
United States ..... do.....	134,181	27,448
Holland ..... do.....	61,127	10,973
<b>Other manufactured—</b>		
United Kingdom ..... do.....	307,683	208,088
Germany ..... do.....	1,736	3,830
Holland ..... do.....	911	1,862
United States ..... do.....	172,418	119,868
<b>Wax:</b>		
<b>Paraffin—</b>		
United Kingdom ..... do.....	554,434	468,911
Germany ..... do.....	13,860	4,250
United States ..... do.....	1,165,385	858,416
<b>Stearin—</b>		
United Kingdom ..... do.....	61,118	5,758
Belgium ..... do.....	143,167	164,562
Germany ..... do.....	1,100	4,000
Holland ..... do.....	221,828	225,669
United States ..... do.....		78,908
<b>Wood and timber, unmanufactured:</b>		
United Kingdom ..... cubic feet..	67,157	51,131
British Possessions ..... do.....	73,498	123,232
Australia ..... do.....	32,085	9,111
Canada ..... do.....	194,118	126,020
Germany ..... do.....	2,692	11,536
Java ..... do.....	2,625	
Norway ..... do.....	230,961	151,290
Sweden ..... do.....	3,046,989	2,630,468
Russia ..... do.....	79,637	17,847
United States ..... do.....	391,789	536,704
<b>Wood:</b>		
<b>Staves—</b>		
United Kingdom ..... number..	23,864	4,100
Germany ..... do.....	1,600	
United States ..... do.....	379,474	197,395
<b>Planed or grooved—</b>		
United Kingdom ..... cubic feet..	5,295	11,558
Australia ..... do.....	7,682	
British Possessions ..... do.....	12,294	25,897
Canada ..... do.....	5,824	
Norway ..... do.....	1,052,787	506,123
Sweden ..... do.....	754,683	842,648
Germany ..... do.....		15,542

*Chief imports through ports of Cape Colony—Continued.*

Articles and countries.	1897.	1898.
<b>Wood—Continued.</b>		
Planed or grooved—Continued.		
Russia.....cubic feet.....	13,626	.....
United States.....do.....	418,598	407,169
Other than furniture—		
United Kingdom.....dollars.....	140,601.77	195,296.74
Germany.....do.....	84,384.76	85,643.82
Norway.....do.....	45,284.81	19,353.38
Sweden.....do.....	69,359.54	88,448.94
United States.....do.....	266,692.59	206,650.36
<b>Woolen, manufactured:</b>		
United Kingdom.....do.....	1,782,940.80	1,669,971.70
Belgium.....do.....	13,679.50	19,139.10
Germany.....do.....	18,369.64	27,169.73
United States.....do.....	6,642.68	8,576.07

*Chief imports through ports of Natal.*

Articles and countries.	1897.	1898.
<b>Agricultural implements:</b>		
United Kingdom.....dollars.....	88,851.25	84,240.69
Germany.....do.....	10,378.40	13,294.21
United States.....do.....	56,660.44	21,724.06
<b>Ale and beer:</b>		
United Kingdom.....gallons.....	159,329	169,068
Belgium.....do.....	3,580	2,400
Germany.....do.....	84,133	28,857
Holland.....do.....	1,256	892
United States.....do.....	19,259	3,852
<b>Animals:</b>		
<b>Horses—</b>		
Argentine Republic.....number.....	458	1,763
All other countries.....do.....	145	18
<b>Mules—</b>		
Argentine Republic.....do.....	2,664	327
United States.....do.....	376	42
<b>Sheep—</b>		
Argentine Republic.....do.....	3,287	5,302
United States.....do.....	51	.....
<b>Apparel and slope:</b>		
United Kingdom.....dollars.....	1,963,805.16	1,708,948.87
Germany.....do.....	27,028.50	19,057.21
Holland.....do.....	14,629.48	6,350.28
United States.....do.....	6,628.07	13,814.74
<b>Apothecary, drugs and chemicals:</b>		
United Kingdom.....do.....	427,488.73	377,489.54
Belgium.....do.....	14,171.96	749.44
Germany.....do.....	82,088.56	25,320.40
United States.....do.....	49,098.95	44,348.41
<b>Bags for grain, etc.:</b>		
United Kingdom.....number.....	12,472	110,046
British Possessions.....do.....	2,568,125	2,080,026
Mauritius.....do.....	156,600	127,000
United States.....do.....	8,500	2,080
<b>Bacon and hams:</b>		
United Kingdom.....pounds.....	751,143	926,808
Australasia.....do.....	8,784	7,125
Germany.....do.....	2,230	1,576
Holland.....do.....	6,125	.....
United States.....do.....	9,813	10,194
<b>Books, printed:</b>		
United Kingdom.....dollars.....	108,774.68	129,132.58
Holland.....do.....	9,978.68	2,048.80
United States.....do.....	7,848.88	15,139.68
<b>Brush ware.</b>		
United Kingdom.....do.....	34,577.00	36,596.08
United States.....do.....	7,096.59	7,406.81
<b>Bicycles:</b>		
United Kingdom.....do.....	293,449.50	286,243.70
France.....do.....	5,895.80	1,178.54
Germany.....do.....	10,256.22	5,176.81
Holland.....do.....	2,842.47	2,634.67
Belgium.....do.....	436.88	1,240.91
United States.....do.....	29,364.74	25,640.55
<b>Butter:</b>		
United Kingdom.....pounds.....	686,649	803,606
Australasia.....do.....	205,187	726,192

*Chief imports through ports of Natal—Continued.*

Articles and countries.	1897.	1898.
<b>Butter—Continued.</b>		
Germany.....pounds..	44,800	69,978
Holland.....do....	76,672	106,568
Sweden.....do....	4,570	.....
United States.....do....	38,746	29,855
Italy.....do....	.....	11,410
<b>Furniture:</b>		
United Kingdom.....dollars..	588,606.19	403,942.21
British Possessions.....do....	20,288.42	19,212.94
Belgium.....do....	5,990.10	8,761.80
Germany.....do....	53,886.55	30,795.21
Holland.....do....	8,829.11	1,722.74
United States.....do....	56,136.49	50,908.46
<b>Candles:</b>		
United Kingdom.....pounds..	2,183,819	1,958,490
Belgium.....do....	328,257	32,018
Germany.....do....	3,084	2,500
Holland.....do....	8,200	2,900
Sweden.....do....	1,500	.....
United States.....do....	122,050	125,806
<b>Carriages:</b>		
United Kingdom.....dollars..	76,605.10	26,858.28
United States.....do....	78,297.86	81,251.08
<b>Cement:</b>		
United Kingdom.....caaks..	22,813	8,656
Belgium.....do....	45,924	25,887
Germany.....do....	23,113	28,576
Holland.....do....	3,610	4,879
Sweden.....do....	4,758	1,120
United States.....do....	250	110
<b>Cheese:</b>		
United Kingdom.....pounds..	348,699	456,094
Australasia.....do....	27,645	32,246
Belgium.....do....	10,607	2,999
France.....do....	2,368	3,809
Germany.....do....	80,121	42,803
Holland.....do....	318,212	261,160
Sweden.....do....	1,089	.....
United States.....do....	3,802	100
<b>Clocks and watches:</b>		
United Kingdom.....dollars..	30,130.69	32,868.34
Germany.....do....	2,371.69	5,270.42
Holland.....do....	1,266.20	.....
United States.....do....	7,168.77	8,015.13
<b>Confectionery:</b>		
United Kingdom.....pounds..	713,002	921,399
British Possessions.....do....	29,416	17,423
Australasia.....do....	4,125	8,578
France.....do....	1,883	538
Germany.....do....	13,186	11,405
Holland.....do....	7,570	602
United States.....do....	29,640	73,018
China.....do....	.....	25,244
Belgium.....do....	.....	3,720
<b>Cotton manufactures:</b>		
<b>Blankets and sheets—</b>		
United Kingdom.....pairs..	370,090	333,701
Belgium.....do....	81,600	18,275
Germany.....do....	7,820	500
Holland.....do....	3,701	250
United States.....do....	.....	.....
<b>Piece goods, plain—</b>		
United Kingdom.....yards..	404,013	1,024,470
British Possessions.....do....	11,500	40,500
United States.....do....	7,723	12,008
<b>Printed and dyed—</b>		
United Kingdom.....do....	1,627,567	3,706,333
British Possessions.....do....	80,690	175,914
Belgium.....do....	6,700	.....
Germany.....do....	84,826	130,177
Holland.....do....	18,504	2,178
United States.....do....	18,451	.....
Mauritius.....do....	.....	25,000
<b>Flour:</b>		
United Kingdom.....pounds..	1,111,870	226,343
Bombay.....do....	4,000	1,000
Australasia.....do....	2,890,000	6,601,692
Austria.....do....	285,533	.....
Belgium.....do....	15,000	.....
Germany.....do....	1,428,000	1,000
Italy.....do....	625,000	.....
United States.....do....	28,846,705	45,297,713
China.....do....	.....	982,700
France.....do....	.....	11,200
Argentine Republic.....do....	.....	78,960

*Chief imports through ports of Natal—Continued.*

Articles and countries.	1897.	1898.
<b>Fruits, dried:</b>		
United Kingdom.....pounds..	627, 133	668, 348
British Possessions.....do...	146, 384	148, 210
Australasia.....do.....	6, 682	5, 880
France.....do.....	1, 249	.....
Germany.....do.....	8, 876	3, 865
Holland.....do.....	4, 002	.....
Mauritius.....do.....	.....	8, 146
Egypt.....do.....	4, 743	4, 978
United States.....do.....	152, 689	78, 680
<b>Bran:</b>		
British Possessions.....do.....	2, 489, 598	4, 935, 100
Australasia.....do.....	28, 000	151, 400
Belgium.....do.....	133, 400	.....
Argentine Republic.....do.....	1, 305, 116	1, 181, 800
United States.....do.....	1, 464, 900	1, 013, 055
<b>Glassware:</b>		
United Kingdom.....dollars..	128, 821. 24	79, 387. 21
Belgium.....do.....	6, 268. 72	12, 482. 57
Germany.....do.....	32, 307. 58	14, 463. 24
Holland.....do.....	4, 806. 69	1, 693. 54
United States.....do.....	8, 085. 50	5, 212. 02
<b>Grains:</b>		
<b>Barley—</b>		
United Kingdom.....cwt.....	163	598
Australasia.....do.....	495	264
United States.....do.....	121	139
<b>Beans and peas—</b>		
United Kingdom.....do.....	46	579
Germany.....do.....	12	.....
Holland.....do.....	12	.....
United States.....do.....	486	922
<b>Malt—</b>		
United Kingdom.....do.....	19, 778	29, 352
Germany.....do.....	854	111
United States.....do.....	340	.....
<b>Millet—</b>		
Bombay.....do.....	7, 581	321
United States.....do.....	1, 492	24
<b>Corn—</b>		
United Kingdom.....do.....	10, 550	2, 464
Bombay.....do.....	2, 414	.....
Argentine Republic.....do.....	156, 272	128, 935
United States.....do.....	382, 622	162, 686
<b>Oats—</b>		
United Kingdom.....do.....	3, 507	3, 273
British Possessions.....do.....	8, 663	106
Australasia.....do.....	3, 241	2, 386
Germany.....do.....	800	.....
United States.....do.....	6, 006	5, 677
<b>Wheat—</b>		
Australasia.....do.....	.....	1, 465
United States.....do.....	81, 060	73, 107
<b>Haberdashery and millinery:</b>		
United Kingdom.....dollars..	2, 170, 410. 34	1, 988, 066. 95
British Possessions.....do.....	78, 757. 64	36, 571. 75
Belgium.....do.....	3, 479. 54	3, 289. 75
France.....do.....	5, 060. 19	1, 562. 15
Holland.....do.....	25, 002. 58	5, 708. 54
Germany.....do.....	85, 107. 83	36, 430. 61
United States.....do.....	12, 964. 20	4, 516. 11
<b>Grain, corn meal:</b>		
United States.....cwt.....	.....	6, 532
<b>Hardware and cutlery:</b>		
United Kingdom.....dollars..	1, 060, 259. 49	916, 965. 40
Germany.....do.....	56, 470. 87	43, 521. 11
United States.....do.....	159, 627. 07	125, 190. 71
<b>Hosiery:</b>		
United Kingdom.....do.....	324, 439. 40	128, 037. 61
Germany.....do.....	7, 753. 04	2, 496. 78
Other countries.....do.....	1, 881. 12	296. 86
<b>Iron:</b>		
<b>Bar—</b>		
United Kingdom.....tons.....	4, 258	1, 654
Belgium.....do.....	296	208
Sweden.....do.....	80	.....
United States.....do.....	.....	.....
<b>Fencing—</b>		
United Kingdom.....do.....	4, 040	1, 004
Belgium.....do.....	820	208
Germany.....do.....	151	115
United States.....do.....	1, 583	560

*Chief imports through ports of Natal—Continued.*

Articles and countries.	1897.	1898.
<b>Iron—Continued.</b>		
Sheet, galvanized and corrugated—		
United Kingdom ..... tons..	9,539	7,960
Germany ..... do..	158	30
Sweden ..... do..	991	380
United States ..... do..		5
Railway material—		
United Kingdom ..... dollars..	170,971.09	140,549.39
Australasia ..... do..	6,145.94	
Belgium ..... do..	33,588.89	16,181.11
Holland ..... do..	27,588.19	2,087.73
Germany ..... do..	2,772.81	8,414.18
United States ..... do..	38,093.14	9,475.18
Nails—		
United Kingdom ..... cwt..	6,581	4,930
Belgium ..... do..	5,737	2,748
Germany ..... do..	753	301
Holland ..... do..	130	310
United States ..... do..	1,665	2,121
Piping—		
United Kingdom ..... dollars..	20,517.31	58,981.98
Belgium ..... do..		3,975.93
Germany ..... do..	1,188.80	248.19
United States ..... do..	87.66	16,103.25
Steel bars—		
United Kingdom ..... tons..	2,012	2,811
Sweden ..... do..	9	
United States ..... do..	30	5
<b>Ironmongery:</b>		
United Kingdom ..... dollars..	611,740.18	289,775.74
Belgium ..... do..	6,740.08	2,126.66
Germany ..... do..	13,947.68	2,077.99
United States ..... do..	37,873.99	20,147.31
<b>Jellies and fruits, preserved and pickled:</b>		
United Kingdom ..... pounds..	687,111	997,713
British Possessions ..... do..	29,777	3,063
Australasia ..... do..	8,643	38,221
Belgium ..... do..	6,290	1,440
France ..... do..	7,783	
Germany ..... do..	56,990	16,583
Holland ..... do..	22,592	2,965
United States ..... do..	185,369	116,152
<b>Lard:</b>		
United Kingdom ..... do..	58,488	52,159
Germany ..... do..	160	
United States ..... do..	170,649	374,818
<b>Linen:</b>		
Manufactured piece goods—		
United Kingdom ..... yards..	72,352	50,510
Holland ..... do..	4,000	
Germany ..... do..		1,000
United States ..... do..	2,000	10,413
Printed—		
United Kingdom ..... do..	50,437	8,010
Germany ..... do..	11,273	
Holland ..... do..	2,000	
United States ..... do..	1,800	
Sail and canvas—		
United Kingdom ..... do..	64,097	116,579
Germany ..... do..	500	
United States ..... do..	8,648	13,097
<b>Leather:</b>		
Manufactured—		
United Kingdom ..... dollars..	1,097,411.25	1,103,882.80
British Possessions ..... do..	7,942.97	1,294.49
Austria ..... do..	6,608.69	433.12
Germany ..... do..	22,840.30	30,702.76
Holland ..... do..	3,710.94	330.92
United States ..... do..	42,159.59	56,792.06
Unmanufactured—		
United Kingdom ..... do..	749.98	4,486.91
Holland ..... do..	1,519.44	
United States ..... do..	16,304.76	4,078.13
<b>Machinery and parts, all kinds:</b>		
United Kingdom ..... do..	1,252,154.92	700,876.75
Belgium ..... do..	3,293.62	15,728.53
Holland ..... do..	12,121.43	12,244.12
Germany ..... do..	345,570.33	378,973.83
United States ..... do..	309,055.07	189,268.45
<b>Matches:</b>		
United Kingdom ..... gross..	10,289	55,746
British Possessions ..... do..	2,745	6,370
Belgium ..... do..	66,852	124,227

*Chief imports through ports of Natal—Continued.*

Articles and countries.	1897.	1898.
<b>Matches—Continued.</b>		
Germany.....gross..	9,892	23,335
Sweden.....do.....		15,825
United States.....do.....	100,180	006
<b>Meats, frozen:</b>		
Australasia.....pounds..	6,475,352	3,108,536
<b>Meats and fish, salted and tinned:</b>		
United Kingdom.....do.....	1,601,439	1,387,750
British Possessions.....do.....	66,295	16,832
Australasia.....do.....	188,570	492,743
Belgium.....do.....	37,157	8,204
France.....do.....	5,109	3,980
Germany.....do.....	67,910	43,279
Holland.....do.....	26,020	9,409
Portugal.....do.....	2,500	
Sweden.....do.....	1,781	800
Argentine Republic.....do.....	39,520	113,800
United States.....do.....	1,172,896	1,163,442
<b>Milk, condensed:</b>		
United Kingdom.....do.....	4,192,800	4,211,952
Australia.....do.....		29,304
Belgium.....do.....	34,080	2,588
France.....do.....		4,700
Germany.....do.....	114,192	57,400
Holland.....do.....	86,160	25,800
Sweden.....do.....	34,560	
United States.....do.....	3,964	31,190
<b>Oil:</b>		
<b>Lard—</b>		
United Kingdom.....gallons..	50	223
United States.....do.....	16,050	4,523
<b>Paraffin—</b>		
Calcutta.....do.....	14,800	3,300
United States.....do.....	1,131,486	1,388,955
<b>Linseed—</b>		
United Kingdom.....do.....	62,292	52,857
British Possessions.....do.....	345	
Belgium.....do.....		2,109
United States.....do.....	2,300	
<b>All others—</b>		
United Kingdom.....do.....	94,190	50,857
British Possessions.....do.....	91,879	118,796
Germany.....do.....	1,495	11,438
Holland.....do.....	1,670	
United States.....do.....	118,824	411,973
<b>Painters' colors:</b>		
United Kingdom.....dollars..	97,174.27	78,199.79
Belgium.....do.....	963.84	588.85
Germany.....do.....	24.33	1,323.69
United States.....do.....	4,808.80	1,917.40
<b>Painters' turpentine:</b>		
United Kingdom.....do.....	988.61	720.24
United States.....do.....	7,042.02	3,681.84
<b>Painters' varnish:</b>		
United Kingdom.....do.....	10,640.96	14,687.10
Germany.....do.....		1,654.61
United States.....do.....	2,951.22	1,484.28
<b>Paper hangings:</b>		
United Kingdom.....do.....	54,841.07	41,078.13
Germany.....do.....		1,416.15
United States.....do.....	1,017.83	1,362.62
<b>Paper for newspaper and book printing:</b>		
United Kingdom.....do.....	70,544.55	45,331.45
Belgium.....do.....	10,399.86	
United States.....do.....	1,178.54	10,404.58
<b>Plate and jewelry:</b>		
United Kingdom.....do.....	233,872.01	149,761.67
British Possessions.....do.....	3,379.78	5,080.63
France.....do.....	4,339.17	1,163.09
Germany.....do.....	3,155.76	2,598.71
United States.....do.....	3,881.39	2,428.38
<b>Public stores for railway department:</b>		
United Kingdom.....do.....	1,874,545.79	875,935.93
British Possessions.....do.....	75,639.54	49,190.58
Australasia.....do.....	104,763.44	188,192.42
Germany.....do.....	5,449.53	1,529.80
Holland.....do.....	24,992.84	
United States.....do.....	5,571.23	4,924.90
<b>Saddlery and harness:</b>		
United Kingdom.....do.....	273,991.07	182,600.81
Germany.....do.....	77.92	948.97
United States.....do.....	4,947.92	2,436.78



*Chief imports through ports of Natal—Continued.*

Articles and countries.	1897.	1898.
<b>Salt beef and pork:</b>		
United Kingdom.....tons..		4,005
Australia.....do..	400	15,000
Sweden.....do..	200	
Argentine Republic.....do..	1,120	
United States.....do..	8,600	5,200
<b>Sheep dip:</b>		
United Kingdom.....dollars..	36,115.92	77,585.75
Germany.....do..	1,986.96	10,787.16
Switzerland.....do..	1,163.98	218.99
<b>Soaps:</b>		
United Kingdom.....cwt..	37,936	52,544
British Possessions.....do..	120	85
Belgium.....do..	1,840	61
Germany.....do..	14	373
United States.....do..	512	696
<b>Spirits and whisky:</b>		
United Kingdom.....gallons..	138,187	144,564
British Possessions.....do..	1,065	2,267
Belgium.....do..	798	303
United States.....do..	876	976
<b>Stationery:</b>		
United Kingdom.....dollars..	338,314.03	271,200.48
Belgium.....do..	3,710.94	238.46
Germany.....do..	9,966.09	7,524.15
Holland.....do..	11,575.99	389.32
United States.....do..	12,574.34	4,705.91
<b>Tallow and grease:</b>		
United Kingdom.....cwt..	6,040	8,059
Germany.....do..	212	240
United States.....do..	84	1,047
<b>Telegraph materials:</b>		
United Kingdom.....dollars..	130,603.66	184,406.28
Germany.....do..	18,135.88	12,847.56
Holland.....do..	1,543.79	243.33
United States.....do..	2,313.25	6,633.04
<b>Tinware:</b>		
United Kingdom.....do..	11,123.08	25,515.06
Germany.....do..	1,436.65	1,036.56
United States.....do..	4,967.40	5,513.74
<b>Tobacco:</b>		
<b>Manufactured—</b>		
United Kingdom.....pounds..	49,125	50,386
British Possessions.....do..	8,985	7,759
Germany.....do..	4,058	1,985
Holland.....do..	1,964	542
United States.....do..	91,920	24,580
<b>Unmanufactured—</b>		
United Kingdom.....do..	44,924	51,908
Germany.....do..	6,217	10,400
Holland.....do..	2,706	10,436
United States.....do..	33,474	20,541
<b>Cigars and cigarettes—</b>		
United Kingdom.....do..	18,439	21,819
British Possessions.....do..	12,801	25,328
Germany.....do..	12,348	20,824
Holland.....do..	8,965	6,410
United States.....do..	4,865	23,224
<b>Wood, deals and timber:</b>		
United Kingdom.....cubic feet..	6,700	10,000
British Possessions.....do..	14,765	10,571
Canada.....do..	74,163	
Australia.....do..	171,824	29,957
Singapore.....do..	31,901	1,245
Belgium.....do..		9,422
Germany.....do..	5,348	34,627
Sweden.....do..	3,320,669	1,292,342
United States.....do..	500,064	266,194
<b>Wood, boards and planks:</b>		
United Kingdom.....do..	4,006	30,413
Bombay.....do..	4,413	329
Calcutta.....do..	600	1,600
Belgium.....do..		19,600
Sweden.....do..	1,090,579	918,229
United States.....do..	294,685	165,178
<b>Wooden ware:</b>		
United Kingdom.....dollars..	52,311.54	13,465.61
British Possessions.....do..	5,688.16	228.73
Germany.....do..	8,298.48	5,212.02
Sweden.....do..	50,073.34	3,623.35
United States.....do..	58,382.08	31,800.98

*Chief imports through ports of Natal—Continued.*

Articles and countries.	1897.	1898.
Wood, house and frames:		
United Kingdom ..... dollars..	14,965.51	28,213.21
Germany ..... do.....	3,633.02	3,615.81
Sweden ..... do.....	30,189.13	38,350.12
United States ..... do.....	54,471.08	54,538.87
Woolen manufactures:		
Cloths and flannels—		
United Kingdom ..... yards..	116,482	171,677
Germany ..... do.....	400	10,400
Holland ..... do.....		2,000
United States ..... do.....	3,145	810
Blankets and rugs—		
United Kingdom ..... pairs..	253,072	274,657
Belgium ..... do.....	20,310	5,050
Germany ..... do.....	1,211	460
United States ..... do.....	77	
Carriages:		
United Kingdom ..... number..	408,210	286,990
United States ..... do.....	8,500	49,000

It will be seen from above tables that there are lines of goods in which America does not yet compete with other countries. I am confident that in nearly all these classes she could enter this market successfully, and the only reason she has not is that she has not attempted it. Great Britain is waking up to the fact that other countries, principally the United States, are entering into competition in the colonies. The governors of the colonies, in response to inquiries from headquarters in London, recently submitted a request to the several chambers of commerce desiring information as to United States trade, the reasons why our productions are favored, a comparison of American and British productions in quality, and advice as to the necessary steps to be taken to counteract the inroads upon British trade. The chambers of commerce, with the statistics of the imports for a foundation, made a canvass from door to door and embodied their investigations in a report to the governors. The report was a private and confidential one, and I am unable to obtain a copy. I am told by an importer that his reply to one question submitted was, "We can send an order for £5 to the United States and have it filled and receive full attention, while it is necessary to send an order for £100 to London to insure shipment." Other countries are also seeking connections for South African trade, as evidenced by the recent establishment in this city of an "Austro-Hungarian consul-general." Turkey and Argentina have also established consulates-general, and steps are being taken to create a line of steamships to ply between Buenos Ayres and South African ports, carrying frozen beef and mutton and live stock, including the small mules raised in Argentina. The sailing time from Buenos Ayres is thirteen days as against twenty-two days from Australia, from which place nearly all the frozen meat has heretofore been shipped.<sup>1</sup> It would seem that the growth of United States industries must necessitate our reaching out for foreign markets in order to dispose of our surplus products. This is particularly true not only of such goods as are enumerated in the preceding tables (for which we have already

<sup>1</sup> The largest importer of frozen meats at Cape Town has offered to purchase to the value of £500,000 (\$2,433,250) yearly of the Argentine Republic, on certain conditions.

found a limited market in this country), but also for cotton and woolen goods, furniture, lamps and chimneys, glue, malt, cotton wicking, arms, beads, coal, preserves, blankets, hats and caps; pig, bar, rod, and hoop iron; sheet and corrugated iron, lead, harness, mats and matting, paper hangings, photographic materials, printers' materials, shoemakers' material, paper for printing, silk, telegraph material, smoking pipes, vinegar, zinc, and cement. Imports of the latter amounted to over 150,000,000 pounds in 1898.

I do not advise every manufacturer to send representatives here, as the volume of sales in some lines would not justify it. The export commission houses of the United States, which were the pioneers in this field many years ago, are entitled to much credit, and practically all the business heretofore done has been accomplished through them, and they must, for some years, be the bridge between the United States seller and the foreign buyer. These commission houses, particularly those that have their representatives here constantly, will do the largest business, as they attend directly to the wants of their customers, and merchants here much prefer to have their orders cabled by the representatives than to write or cable themselves.

These houses have made friends, do a legitimate business, know whose credit is good, and are, in fact, the agents of the foreign buyer as well as of the home manufacturer. Those who seek the foreign market when trade is dull at home should not abandon it when the home market again becomes active. Once launched in business, goods once introduced and approved abroad, the abandonment of trade, for any reason, causes loss of confidence, and this can not easily be regained.

There is, as before stated, a vast market for products not yet introduced, for which it has been supposed there was no demand, particularly in the heavy lines of hardware and railway and machinery equipment.

In these lines, direct factory representatives are perhaps the best. South Africa has had, in spite of drawbacks, a rapid expansion of trade with the United States, both in imports and exports. The rebate trade with the South African Republic is also on the increase. A noticeable demand continues for corn in meal and in the form of samp, which is becoming a popular food.

#### AGRICULTURAL MACHINERY.

The following shows imports of agricultural implements and machinery from the United States:

	1897.	1898.
Agricultural implements .....	\$331,067.47	\$206,130.39
Agricultural machinery .....	74,437.95	96,216.59
Total .....	405,505.42	302,346.98

If I could add the imports into Portuguese territory, the difference for 1898 would be much less. A considerable decrease in imports of agricultural implements from the United States is shown, but the

imports from the United Kingdom decreased \$83,993.69 and from Germany \$2,517.79, viz:

	1897.	1898.
United Kingdom.....	\$312, 839. 58	\$228, 845. 89
Germany.....	5, 361. 87	2, 844. 06

On the other hand, imports of agricultural machinery from Germany gained several thousand dollars.

The year 1899 will probably show an increase of imports in this line, owing to copious rains having fallen, and the use of agricultural machinery will grow every year. The employment of the steel plow and the cultivator will be gradually extended among the small farmers, taking the place of primitive implements. The development of agriculture means much to this country, and is more important to the inhabitants than all the mines of gold and diamonds.

The products of the United States are a surprise in their cheapness, quality, and efficiency; this is evidenced by the attempts at duplication, not only of the goods, but even of circulars, names, etc.

#### WHEAT.

Wheat was sent from the United States in 1897 to the amount of 186,318,861 pounds, and in 1898, 194,672,938 pounds.

I must again remark, that if I could add to these figures the quantity that passed through Portuguese ports the amount would be largely increased. It is to be presumed that imports of this cereal from the United States will fall off for 1899; Australia has had good crops, and three ships are now on the way loaded with wheat. There is constant agitation in this country for the reduction or elimination of duties on food products, and preparations for an election of members to Parliament are now progressing, with the reduction of duties as one of the principles of a political party. It is estimated that the wheat crop of Cape Colony for 1898-99 will yield from 5 to 10 per cent more than that of 1896-97.

It may be interesting to add, that while imports of wheat into the territory stated advanced but slightly in 1898 over 1897, it must be remembered that the imports from Australia increased from 156,890 pounds in 1897 to 25,336,494 pounds in 1898, and Uruguay there were received 1,641,232 pounds in 1898 (none in 1897), while the United Kingdom decreased from 1,267,257 pounds in 1897 to 195,238 pounds in 1898.

The following shows the increase in imports of flour and wheat into Cape Colony alone:

Year.	Flour.	Wheat.	Year.	Flour.	Wheat.
	<i>Pounds.</i>	<i>Pounds.</i>		<i>Pounds.</i>	<i>Pounds.</i>
1889.....	912, 270	5, 674, 650	1894.....	3, 524, 061	88, 723, 431
1890.....	3, 822, 543	59, 479, 367	1895.....	2, 198, 866	62, 959, 254
1891.....	3, 810, 213	58, 974, 584	1896.....	13, 896, 392	174, 283, 431
1892.....	2, 263, 174	33, 660, 863	1897.....	14, 474, 873	184, 597, 357
1893.....	4, 692, 535	33, 798, 419	1898.....	16, 662, 608	232, 851, 331

The following prices rule to-day in Cape Town:

Tasmanian cargo lots by sailing vessels, 11s. 10d. (\$2.88); Australian cargo lots by sailing vessels, 12s. 3d. (\$2.98); Californian cargo lots by sailing vessels, 12s. 1d. (\$2.93); red winter (United States) parcels by steamers, 15s. 9d. (\$3.83); hard spring (United States) parcels by steamers, 16s. (\$3.89).

These figures are per bag of 200 pounds, c. i. f. afloat in Table Bay. Duty and charges amount to 4s. 7d., equal to \$1.11 per bag, and this added to above figures gives landed cost in store.

Cape Colony wheat sells at 18s., equal to \$4.33 per bag of 200 pounds. A cargo of Australian wheat amounts to about 15,000 bags of 200 pounds, and at the present time, the freights being paid by sail are from 25s. (\$6.08) to 26s. 6d. (\$6.45) per ton of 2,240 pounds.

A cargo of Californian wheat runs from 25,000 to 35,000 bags of 200 pounds, and freights at present would be from 20s. 6d. (\$4.99) to 22s. 6d. (\$5.47) per ton of 2,240 pounds. Steam freights from Australia can hardly be quoted, there being no fixed rate.

The great bulk is brought by sailing ships, and steamers carry it only when they have space to spare, or perhaps on a special hurry order. A figure would be from 30s. (\$7.30) to 37s. 6d. (\$9.12) per ton of 2,240 pounds. The new line offers 25s. (\$6.08).

Steam freights from New York to Cape Town are at present 34s. 4½d. (\$8.36) per ton of 2,240 pounds. Spring and winter wheats are not, however, imported in the same large quantities as either the Australian or Californian, and are seldom used ground into a straight winter or spring flour. They are employed almost entirely for blending, imparting a strength to the flour not possessed by the Australian or Californian wheats.

The contention of the millers here is that Californian wheat gives a flour of no strength and needs blending with spring. This applies also to some Australian wheats, but others are ground alone.

#### FLOUR.

Australia is now offering the finest roller flour made at £6 (\$29.20) per ton f. o. b. Melbourne. Rates of freight by either sail or steamer would be the same as on grain. The above f. o. b. price would therefore amount to almost £8 (\$38.93) c. i. f. Table Bay. To secure a grade of flour equal to this from New York £10 10s. (\$51.10) to £11 (\$53.53) would be the figure c. i. f. Table Bay.

From the following, it will be seen that the colony of Natal is offering a bounty on flour and meal made in Cape Colony:

#### OFFICIAL NOTICE.

4

Under the following conditions, the Government of the colony of Natal will pay a bounty of 4s. 6d. per 100 pounds on all flour, wheaten and wheaten meal, including pollard, manufactured within the Union solely from South African wheat when imported into that colony:

*Conditions.*—The importer shall produce to the officer duly authorized in the colony of Natal, the flour, wheaten or wheaten meal, or pollard, alleged to have been manufactured from wheat grown within the limits of the Union, together with certificates under the hand of the growers and millers, and of a principal customs officer, magistrate, landdrost, or justice of the peace in the colony, State, or Territory of the Union in which the wheat has been grown and manufactured. The applicant shall further make a declaration on oath to the effect that, to the best of his knowledge and belief, the certificates which have been produced by him are true and correct in

every particular, and have relation to the particular consignment produced by him and on which he claims the bounty; that the goods are intended for consumption within the limits of the colony of Natal, and that no portion thereof shall at any time be removed beyond the borders of Natal; and shall, if required, clearly and conspicuously mark the goods with the words "South African growth and union manufacture, solely for consumption in Natal."

#### MEAT.

Exclusive of imports through the ports of Portuguese territory, the imports from the United States were, in 1897, 3,817,294 pounds, and in 1898, 3,464,889 pounds. While I believe the imports in this product will not fall off for 1899, yet I must state that Australasia is now sending here more canned meats, roasted, boiled, corned, and sliced than heretofore, and the Australian agents predict an immense business in frozen meats in South Africa in the near future. Australia increased her exports in canned meats from 395,799 pounds in 1897 to 1,059,764 pounds in 1898.

The prices recently asked for Australian corned, roast, or boiled beef or mutton in 1-pound tins was 3s. 8d. (89 cents) per dozen, and in 2-pound tins 6s. 3½d. (\$1.53) per dozen, both first cost f. o. b. steamer. At the same time the price asked for "Libby, McNeal & Libby" (United States) beef was, for 1-pound tins, \$1.15 per dozen; 2-pound tins, \$2.10 per dozen, f. o. b. New York. This shows a difference in favor of Australian of 26 cents per dozen on the 1 pound and 57 cents per dozen on the 2-pound tins.

This class of goods is usually carried by the steamers, and the rates of freight from Australia are just now £2 5s. (\$10.94) per ton of 40 cubic feet. There is, however, a new line of steamers offering the rate of £1 15s. (\$8.52). From New York, the rate of freight is £1 13s. (\$8.03) per ton of 40 cubic feet.

The quality of the Australian meats seem to give entire satisfaction, and the packers are making every effort to push their goods, to keep up to date, and, if possible, to improve them. They have obtained such a good foothold that on a contract now under consideration, the tenders call for 50,000 pounds of American tinned meats and 100,000 pounds of Australian.

#### HARDWARE AND CUTLERY.

Under the head of hardware and cutlery are included all imports to which the words may apply, and I regret that the statistics are not kept so as to enable me to make a more itemized showing, as many goods in this classification are showing an increase in imports from the United States. Files, edge tools, wrought hinges—both butts and tees—are arriving. This is what one trade paper says in reference to hinges:

The American hinges are cheaper, much more neatly wrapped, and altogether preferable to the ones from Wolverhampton and district. The Wolverhampton people, in labeling their packages, try to advertise their own names as much as possible, and make it very difficult for the salesman to ascertain what size of hinge is contained in a particular packet. The American makers, on the other hand, state distinctly the size and kind of hinge, and content themselves with very small print for their own names.

The same may be said of American bolts and nuts. I am surprised that something has not been done in stamped ceilings, for all buildings

now being erected use this metal ceiling in squares, and it all comes from England.<sup>1</sup> Corrugated galvanized sheet iron, iron poles and fittings for telegraph and telephone wires, are all of foreign manufacture. There would be a larger trade in shovels and spades if American manufacturers would make them with "crutch" handles (T shape) and with hollow backs. Box-nailing machines could be sold, particularly in the tea-growing districts. Box material (wood) cut to size and marked, would find a market. Barrel-making machinery could also be sold. Mortising, planing, and other woodworking machinery is in demand. Door and sash trimmings, locks, bolts, knobs, door-plates, and all other house furnishing hardware meet with ready sale, and American manufacturers are showing many styles that are attractive and sell quickly.

#### BICYCLES.

An increase is shown in the importation of bicycles from the United States in 1898 over 1897 of \$6,063.22, viz, 1898, \$180,055.21; 1897, \$173,991.99. With an increase of 171 per cent in imports of United States bicycles for 1897 over 1896, the small increase for 1898 is easily accounted for. An advance in prices is not yet noticeable, but it is reported that, owing to the increase in the cost of materials that enter into the manufacture of bicycles in the United States, prices will soon rise. Large quantities of parts of bicycles have been received, principally from Great Britain.

#### VEHICLES.

A decided decrease is noticed in the total imports of vehicles, as well as in the number received from the United States in 1898, as compared with 1897. The figures for 1897 were \$433,505.92; for 1898, \$380,594.99. The United Kingdom fell off in a much larger proportion, as did also Germany, although Germany is not a large exporter of vehicles to South Africa. American manufacturers are now producing the styles peculiar to this country. The increase in duty expected in the spring has not yet been made, and I am of the opinion that present tariff will not be changed. Within the past two months, several shipments of vehicles have arrived from the United States, and the imports for the first six months of 1899 are far ahead of the corresponding period of 1898.

#### COLD STORAGE.

Cold-storage plants for the preservation of imported meats, fish, butter, etc., are among the necessities of this country and climate. I have hoped that manufacturers of refrigerator plants in the United States would send a representative here with drafts and prices.<sup>2</sup> The following is from the Natal Mercury, which recently published the proceedings of a conference of the various chambers of commerce:

In the opinion of this conference the time has arrived when, to keep pace with the advancement in other countries, to enable the producer to conserve his summer-

<sup>1</sup> I am pleased to learn, since the above was written, that a large public building in Pretoria has been fitted throughout with stamped ceilings by an Ohio company.

<sup>2</sup> Since writing the above I have heard that three cold-storage plants and one complete dynamite plant are on the way from the United States.

raised produce, and to furnish the consumer with a constant supply of food and cheap meat and other farm products, we must have a system of cold storage for our perishable products. In order to attain this end, it is desirable that the Government should introduce into Parliament during the coming session a measure to empower them to establish such storage in a position so central as to insure a supply to the large centers of population at reasonable prices at all times of the year. The charge for the use of this storage should be sufficiently high to cover working expenses and interest. Members of the legislature are respectfully urged to give such a proposal their support, in the interests of the European producing and consuming community.

#### CUSTOMS UNION.

An event of the past year was the adoption of a "South African Customs Union"—a tariff arrangement permitting a free exchange of South African produce between Cape Colony, the colony of Natal, the Orange Free State, and Rhodesia. Natal will be benefited by a new market for her tea, coffee, and sugar, and the other parties by access to cheaper supplies of food products. The following details are from a newspaper article:

The bill was promulgated as law on December 13 and came into operation on January 3.

In the late Natal customs tariff, there were about thirty lines of specially rated articles, of which half were foods. In the union tariff there are about sixty lines of specially rated articles, of which some thirty-three are foods, and in respect to these latter the taxes on twenty-three are increased and on five reduced. The only foods untaxed are flour, and fresh fish, fresh fruit, and fresh vegetables, the latter term, however, excluding potatoes and onions. The principal increase in the taxes on foods are: Beer, 9d. (18 cents) per gallon; cattle for slaughter, 30s. (\$7.30) each; sheep for slaughter, 5s. (\$1.22) each; chicory, 11s. 8d. (\$2.84) per 100 pounds; frozen beef, 1d. (2 cents) per pound; frozen mutton, 2d. (4 cents) per pound; spirits, 6s. (\$1.46) per gallon; wines, 4s. (97 cents) and 4s. 6d. (\$1.09) per gallon; and food essences, 15 per cent ad valorem. In articles other than foods, the principal increases in taxation are: Bicycles, 7½ per cent ad valorem; candles, 1d. (2 cents) per pound; coals, about 2s. 6d. (61 cents) per ton; matches, 1s. (24 cents) per gross boxes; essential oil, 15 per cent ad valorem; fish oil, 6d. (12 cents) per gallon; soap, about 3s. 9d. (91 cents) per 100 pounds; methylated spirits, 15s. (\$3.65) per gallon (equal to 1,000 per cent ad valorem); tobaccos, 1s. 6d. (36 cents) and 2s. (49 cents) per pound; blankets, 5 per cent ad valorem; and carriages, carts, and wagons, 15 per cent ad valorem. Flour, while taxed 4s. 6d. (\$1.09) per 100 pounds, when imported from abroad into other parts of the customs union, is admitted free of duty into Natal, and, in order to secure the consent of the other governments of the customs union to this arrangement, the Natal government has to pay them a bounty of 4s. 6d. (\$1.09) per 100 pounds on any flour made from wheat grown in their parts of the union and sent into Natal.<sup>1</sup> This arrangement under the convention is allowed to be made for three years.

The customs union tariff is devised with the object of imposing taxes on all imported foods and other articles the like of which are produced by agriculturists and certain manufacturers and others within the union, and of allowing the importation free of taxation of articles used by the same classes. As compared with the customs union tariff which it supersedes, the ad valorem rate is reduced from 9 per cent to 7½ per cent, the duty on beef is reduced from 2d. (4 cents) per pound to 1d. (2 cents), and here and there an increase is made partly for the further "protection" of South African industries, but chiefly to establish sources of revenue for Cape Colony in order to cover its loss of revenue from the reduced tariffs and the free importation of sugar from Natal. Any loss of revenue which might result to the Free State by reason of the new tariff will be more than covered by the increased share of that State in import duties on goods via Natal and the reduction in the expenses of its customs department.

In anticipation of the promulgation of the customs union tariff as law, large quantities of spirits and other goods on which the increase in the duty under that tariff was most considerable (e. g., spirits, soap, tobacco, and cigars) were imported into Natal, in some cases with the object of passing them free of further duty into Cape

<sup>1</sup> See under "Flour," p. 200.



Colony and Orange Free State as soon as the customs union was in force. This proceeding was specially marked in the case of some spirits the property of Cape merchants. Under the convention, it appeared that the Natal government would have to pay the Cape government 85 per cent of the union duties on those spirits when transferred to Cape Colony—that is, 12s. 9d. (\$3.10) per gallon, or 3s. 9d. (91 cents) more than the Natal government had itself collected. By way of averting this situation, the Cape government, acting in concert with the Natal government, gave notice at the end of December of a regulation that no goods would be admitted into Cape Colony from Natal unless the full union duties had been paid on them. This regulation proved to mean that goods imported into Natal before the coming into operation of the customs union were treated by the Cape government as goods from without the union; and before they were admitted into Cape Colony these goods had to pay the full union duties without regard to the duties already paid in Natal. This regulation caused great dissatisfaction among merchants, and at the end of January a conference of representatives of the three governments concerned was held at Maritzburg for the purpose of considering the difficulty. The colonial secretary informed the press on January 31 that arrangements had been come to, whereby *ad valorem* rated goods which had already paid duty would be admitted into other parts of the union without payment of further duty; and that spirits, cigars, cigarettes, and tobacco, which had already paid the *preconvention* duty, would, by paying the difference between the new and old duties, be allowed to cross into other parts of the union without further payment of duty. The next day this information was corrected to read as follows: "All duty-paid goods, other than spirits and tobacco in its various forms, will be admitted without question into other parts of the union, provided that the documents required by the customs union regulations have been furnished. As regards spirits and tobacco, the difference in duty may be paid in Natal, and a Natal customs certificate will be given to that effect, and on production of this certificate these goods will also pass without further trouble."

It is said, however, that excessive protection is given to the farmers' productions, though the local output falls far short of the consumption. The further reduction of the *ad valorem* duty has made many articles cheaper, while on the other hand, foodstuffs, which the country does not produce, remain highly protected, although this duty may be suspended for a term of years. The Government of the South African Republic has suspended the duty on flour. Bread and meat will continue expensive, and nearly all must be imported.

#### FOREIGN TRADE COMPETITION.

One of the chief competitors in the trade of South Africa is Germany. The imports from Germany into Cape Colony and its dependencies have fallen off of late years, due, it is supposed, to the diversion of trade to Delagoa Bay. In 1896, the trade with Germany amounted to £1,102,188 (\$5,363,797.90), while in 1898 the total was £978,684 (\$4,762,765.60). Exports to Germany, however, show an increase. The trade of the Colony with France is also decreasing, the imports having fallen off from £127,837 (\$622,116.76) in 1896 to £61,642 (\$299,980.79) in 1898, and the exports from £23,145 (\$112,635.14) in 1896 to £8,720 (\$40,245.95) in 1898. Australia sent to Cape Colony in 1898 goods to the value of £298,428 (\$1,452,270.66) and took exports to the value of only £2,651 (\$12,901.09). I submit figures showing Germany's trade in Cape Colony and its dependencies, compared with that of the United States, in certain lines that both produce and export to South Africa, during the year 1898.

*Imports from Germany and the United States through the ports of Cape Colony.*

Articles.		Germany.	United States.
Acid:			
Acetic .....	gallons.	5,324	.....
Sulphuric .....	pounds.	90,857	.....
Tannic .....	do.	19,026	.....
Ale and beer .....	gallons.	168,819	17,269
Antifriction grease .....	pounds.	816	259,385
Apparel and slope .....	dollars.	51,704.79	47,604.25
Arms, guns, and pistols .....	number.	3,183	452
Bags:			
Grain .....	number.	8,120	36,513
Other .....	do.	323,277	88,928
Beads .....	pounds.	8,759	.....
Bicycles .....	dollars.	23,536.71	154,414.66
Brass and copper .....	cwt.	692	.....
Brush ware .....	dollars.	7,757.91	22,039.97
Butter .....	pounds.	130,679	1,169
Candles .....	do.	20,517	223,600
Carriages .....	dollars.	6,915.40	143,143.91
Cartridges .....	number.	1,506,902	435,000
Cement .....	pounds.	6,578,997	.....
Cheese .....	do.	22,119	14,845
Chicory .....	do.	122,633	.....
Clocks and watches .....	dollars.	18,316.07	52,235.62
Coal .....	tons.	1,529	25,004
Coffee .....	pounds.	67,075	98,958
Cocoa and chocolate .....	do.	12,636	.....
Cordage .....	cwt.	88	1,051
Corks .....	gross.	52,892	100
Cereals:			
Barley .....	pounds.	.....	50,435
Beans and peas .....	do.	240,310	1,453,859
Corn .....	do.	.....	8,705,219
Malt .....	do.	1,341,037	453,630
Oats .....	do.	.....	282,786
Wheat .....	do.	.....	194,599,831
Rye .....	do.	.....	2,458,014
Samp .....	do.	.....	27,743,633
Other grain .....	do.	9,751	2,682,744
Bran .....	do.	.....	21,833
Flour .....	do.	2,870	15,040,368
Corn meal .....	do.	.....	23,789,176
Other meal .....	do.	.....	77,500
Cotton:			
Piece goods .....	dollars.	142,982.64	21,237.41
Blankets and rugs .....	do.	5,711.67	1,459.68
Shawls .....	do.	3,061.03	.....
Wick .....	do.	615.95	43.67
Hosiery .....	do.	24,827.26	13,139.26
Waste .....	do.	1,450.22	.....
Drugs and chemicals .....	dollars.	49,510.69	77,647.28
Dynamite and blasting powder .....	pounds.	555,580	.....
Earthen and china ware .....	dollars.	59,755.78	744.57
Eggs .....	number.	5,520	89,992
Fish, dried .....	pounds.	1,699	.....
Furniture .....	dollars.	119,626.68	179,744.89
Glass:			
Window .....	do.	1,644.88	233.59
Bottles .....	do.	7,805.87	87.60
Plate .....	do.	44,129.42	10,341.31
Glucose .....	pounds.	.....	1,499,015
Glycerin .....	do.	3,055,556	.....
Gunpowder .....	do.	8,092	8,116
Gun cotton .....	do.	282,280	.....
Haberdashery and millinery .....	dollars.	112,102.53	6,229.23
Hardware and cutlery .....	do.	275,614.23	302,759.56
Iron:			
Fencing .....	cwt.	25,512	68,251
Posts .....	dollars.	1,085.23	.....
Hats and caps .....	dozen.	922	163
Implements, agricultural .....	dollars.	61,885.69	184,406.38
India rubber:			
Raw .....	pounds.	250	.....
Manufactured .....	dollars.	4,087.86	5,440.75
Instruments:			
Musical .....	do.	174,784.30	27,690.82
Mathematical .....	do.	1,975.80	1,640.01
Optical .....	do.	1,036.56	671.56
Surgical .....	do.	1,567.01	2,895.57
Iron:			
Bar .....	cwt.	1,003	.....
Hoop .....	do.	.....	583
Fig .....	do.	7,398	1,253
Sheet .....	do.	1,287	.....
Pipe .....	dollars.	.....	120,415.62

Imports from Germany and the United States through the ports of Cape Colony—Cont'd.

Articles.	Germany.	United States.
Jams and sweets .....	pounds 44,255	139,719
Jewelry .....	dollars 6,866.63	5,669.74
Lamps and ware .....	do. 47,506.85	20,614.71
Lard .....	pounds .....	1,208.753
Lead .....	cwt. 1,689	.....
Leather:		
Unmanufactured .....	pounds 1,040	162,382
Boots and shoes .....	dozen 7,068	3,105
Harness .....	dollars 2,365.12	10,029.86
Other .....	do. 6,457.85	2,073.13
Linen:		
Piece goods .....	do. 1,343.15	9,441.01
Other .....	do. 3,649.88	233.59
Machinery:		
Agricultural .....	do. 2,844.08	96,216.59
Mining and electrical .....	do. 49,482.57	1,312,227.39
Other .....	do. 60,729.65	95,271.47
Manure, artificial .....	pounds 33,176	448,000
Margarine .....	do. 49,728	45,522
Matches .....	gross 84,747	.....
Mats and matting .....	dollars 1,143.63	92.46
Meats:		
Preserved .....	pounds 15,302	2,117,258
Salted .....	do. 11,334	184,189
Oilman stores .....	dollars 7,406.81	12,502.04
Oil:		
Fish .....	gallons 21	.....
Mineral .....	do. 1,864	2,456,738
Lard .....	do. .....	62,512
Linseed .....	do. 905	.....
Machine .....	do. 13,607	187,190
Other .....	do. 171	28,784
Essential .....	do. 51	.....
Painters:		
Colors .....	dollars 3,428.48	14,027.47
Turpentine .....	gallons 80	32,862
Varnish .....	do. 403	4,548
Paper hangings .....	dollars 1,518.35	676.44
Perfumery .....	do. 3,114.56	1,586.48
Photograph material .....	do. 6,156.12	1,508.62
Plate silver .....	ounces 41	.....
Plated silver .....	dollars 107,500.99	117,005.26
Potash:		
Cyanide of .....	pounds 1,627,658	.....
Compounds .....	do. 15,944	.....
Provisions:		
Fish, preserved .....	pounds 80,724	441,274
Fruit, tinned .....	do. 9,515	358,857
Salad oil .....	gallons 55	993
Pickles .....	do. 1,041	442
Sauces .....	pounds 717	1,275
Vegetables, tinned .....	do. 91,331	83,907
Mustard .....	do. 1,284	.....
Fats .....	do. .....	49,209
Golden sirup .....	do. .....	5,141
Honey .....	do. .....	7,009
Malzena .....	do. .....	334,460
Milk, condensed .....	do. 101,458	61,116
Oatmeal .....	do. 1,980	1,514.495
Pease .....	do. .....	484,172
Extracts .....	dollars 4,666.97	2,807.97
Other .....	do. 214,520.19	53,580.17
Rails .....	do. 3,435.75	81,109.96
Rolling stock .....	do. 262.79	141,259.90
Railway material .....	do. 2,180.19	96,817.26
Rice .....	pounds 43,474	.....
Saccharin .....	do. 1,217	.....
Salt .....	do. 437,617	20,000
Salpeter .....	do. 6,108	600
Seeds:		
Garden .....	dollars 5,041.69	1,445.35
Canary .....	pounds 1,707	1,375
Sheep dip .....	dollars 141,498.35	457.35
Shoemakers materials .....	do. 116.80	.....
Soap .....	pounds 115,934	90,784
Soda, caustic .....	dollars 223.86	.....
Spice:		
Pepper .....	pounds 1,069	.....
Other .....	do. .....	3,306
Spirits:		
Brandy .....	gallons 296	.....
Gin .....	do. 1,908	.....
Rum .....	do. 253	.....
Whisky .....	do. 1,388	.....

*Imports from Germany and the United States through the ports of Cape Colony—Cont'd.*

Articles.	Germany.	United States.
<b>Spirits—Continued.</b>		
Sweetened and mixed .....	gallons.. 1,506	.....
Perfumed .....	do... 1,087	96
<b>Stationery:</b>		
Books, printed .....	dollars.. 14,790.19	23,205.55
Engravings .....	do... 1,167.96	830.92
Maps .....	do... 121.66	.....
Music .....	do... 2,204.52	.....
Paper for printing .....	do... 20,687.76	10,966.72
Typewriters .....	do... 97.83	83,700.40
Unenumerated .....	do... 54,908.85	40,542.81
Stearin grease .....	pounds.. ..	83,824
<b>Steel:</b>		
Bar .....	cwt.. 151	2,011
Plate .....	do... ..	8,110
<b>Stone:</b>		
Marble .....	dollars.. 350.39	.....
Slates, roofing .....	number ..	68,475
Tomb .....	dollars.. 580.45	.....
Unenumerated .....	do... ..	1,484.28
<b>Sugar:</b>		
Candy, etc. ....	pounds.. 4,013,744	244,194
Unrefined .....	do... 598,600	145,537
Molasses .....	do... ..	3,089
<b>Sulphur, flowers of .....</b>	cwt.. 230	.....
<b>Tar .....</b>	gallons.. 5,500	.....
Pitch .....	cwt.. 166	.....
Rosin .....	do... 185	2,292
Asphalt .....	do... 5,621	.....
<b>Tea .....</b>	pounds.. 27,237	.....
<b>Telegraph material .....</b>	dollars.. 189.79	282.26
<b>Tin:</b>		
Plate .....	cwt.. 61	.....
Manufactured .....	dollars.. 4,642.64	1,884.67
<b>Tobacco .....</b>	pounds.. 8,896	27,148
Cigars .....	do... 29,091	2,632
Cigarettes .....	do... 1,866	131,436
Manufactured .....	do... 3,830	119,863
Pipes .....	dollars.. 4,788.64	218.99
<b>Toys .....</b>	do... 40,839.67	4,628.04
<b>Vinegar .....</b>	gallons.. 237	.....
<b>Wax:</b>		
Paraffin .....	pounds.. 4,250	856,416
Stearin .....	do... 4,000	78,998
<b>Wine .....</b>	gallons.. 2,307	.....
<b>Wood and timber .....</b>	cubic feet.. 11,535	536,704
<b>Wood:</b>		
Staves .....	number ..	197,395
Planed .....	cubic feet.. 15,542	407,169
Match material .....	dollars.. 7,032.09	.....
Other .....	do... 85,582.30	206,502.56
<b>Woolen:</b>		
Cloth and piece goods .....	do... 7,294.88	1,309.09
Blankets and rugs .....	do... 2,535.92	150.86
Shawls .....	do... 7,800.13	.....
Unenumerated .....	do... 6,890.96	806.59
<b>Works of art, pictures .....</b>	do... 5,255.82	433.12
<b>Zinc:</b>		
Unmanufactured .....	cwt.. 207	.....
Manufactured .....	dollars.. 48.67	.....
<b>Addenda.</b>		
Glue .....	pounds.. 13,762	980
Potatoes .....	do... 215,421	.....
Printers' materials .....	dollars.. 8,791.00	223,975.80

*Imports from Germany and the United States through the ports of Natal.*

Articles.	Germany.	United States.
<b>Agricultural implements .....</b>	dollars.. 13,294.21	21,724.80
<b>Ale and beer .....</b>	gallons.. 28,857	8,852
<b>Apparel and slops .....</b>	dollars.. 19,057.28	18,314.74
<b>Arms .....</b>	do... 491.52	675.97
<b>Bags, grain .....</b>	number ..	2,080
<b>Beads .....</b>	pounds.. 24,350	.....
<b>Bicycles .....</b>	dollars.. 5,176.81	25,640.56
<b>Brass and copper .....</b>	do... 442.65	.....
<b>Brush ware .....</b>	do... 968.43	7,406.81

*Imports from Germany and the United States through the ports of Natal—Continued.*

Articles.		Germany.	United States.
Butter and margarine.....	pounds..	69,978	29,885
Candles.....	do.....	2,590	125,806
Carriages.....	dollars.....		81,251.08
Cartridges.....	number.....	23,350	49,000
Cement.....	casks.....	25,576	10
Chicory.....	pounds.....	12,096	
Cheese.....	do.....	42,808	100
Clocks.....	dollars.....	5,270.42	8,015.13
Coffee.....	pounds.....	17,854	12,136
Cocoa.....	do.....	834	
Cordage.....	cwt.....	186	178
Confectionery.....	do.....	11,405	78,018
Cereals:			
Barley.....	do.....	21	39
Beans and pease.....	do.....		922
Corn.....	do.....		162,686
Malt.....	do.....	111	
Oats.....	do.....	20	5,577
Bran.....	pounds.....		1,018,050
Flour.....	do.....	1,000	45,297,718
Corn meal.....	cwt.....		6,582
Cotton:			
Piece goods.....	yards.....	600	12,008
Printed and dyed.....	do.....	130,177	34,243
Blankets.....	pairs.....	500	
Hosiery.....	dollars.....	2,486.78	102.20
Shawls.....	do.....	1,323.69	413.65
Coke.....	tons.....	103	
Cyanide.....	dollars.....	14,711.43	
Drugs and chemicals.....	do.....	25,320.40	44,348.41
Earthen and china ware.....	do.....	11,261.08	710.51
Eggs.....	do.....		111.98
Fish, dried.....	pounds.....	14,343	10,482
Fruit:			
Dried.....	do.....	3,365	78,800
Preserved.....	do.....	2,203	100,964
Furniture.....	dollars.....	30,735.21	50,908.46
Glassware.....	do.....	14,463.24	5,212.02
Glass bottles.....	do.....	540,18	
Glucose.....	pounds.....		210,656
Haberdashery.....	dollars.....	36,430.62	4,516.11
Hats and caps.....	dozen.....	141	12
Hardware and cutlery.....	dollars.....	43,521.11	125,190.71
Iron fencing.....	tons.....	203	560
Hops.....	cwt.....	132	
Hose (suction).....	dollars.....	24.34	5,046.56
Instruments:			
Musical.....	do.....	68,063.14	17,996.32
Mechanical.....	do.....	379.59	321.18
Ironmongery.....	do.....	2,077.99	20,147.31
Iron:			
Bar.....	tons.....	9	
Hoop.....	do.....		7
Sheet.....	do.....	30	5
Pig.....	do.....	80	5
Piping.....	dollars.....	248.19	16,103.25
Nails.....	cwt.....	301	2,021
Jams.....	pounds.....	866	1,440
Bottled fruit, pickles, etc.....	do.....	15,617	116,152
Jewelry and plate.....	dollars.....	2,598.71	2,428.38
Lard.....	pounds.....		374,818
Leather:			
Unmanufactured.....	dollars.....	58.40	4,078.13
Belt.....	do.....	1,060.90	
Harness.....	do.....	948.97	2,486.78
Manufactured.....	do.....	29,750.78	54,305.28
Linen piece goods.....	do.....	330.92	2,334.50
Machinery, all kinds.....	do.....	378,973.83	189,258.45
Manure, artificial.....	do.....	2,467.32	
Matches.....	gross.....	23,335	6
Meats:			
Preserved.....	pounds.....	32,855	984,358
Salted.....	do.....	1,676	10,194
Oilman's stores.....	dollars.....	1,459.96	45,509.31
Oil:			
Lard.....	gallons.....		4,528
Mineral.....	do.....	50	1,338,965
Linseed.....	do.....	150	
Other kinds.....	do.....	11,439	411,973
Painters' colors.....	dollars.....	1,323.69	1,917.40
Painters' varnish.....	do.....	1,654.61	1,484.28
Paper hangings.....	do.....	1,416.15	1,362.62

*Imports from Germany and the United States through the ports of Natal—Continued.*

Articles.	Germany.	United States
Perfumery.....dollars..	580.45	350.39
Potatoes.....do.....	992.77	
Printers' material.....do.....	2,598.71	10,404.58
Provisions:		
Fish, preserved.....pounds..	10,424	179,084
Fruit, tinned.....do.....	1,997	100,964
Honey.....do.....		2,183
Mustard.....do.....	60	
Vegetables, tinned.....dollars..	2,545.18	1,017.10
Pats.....pounds..	240	1,047
Milk, condensed.....do.....	57,400	31,190
Pictures.....dollars..	1,060.90	647.24
Photograph material.....do.....	1,255.56	
Railway material.....do.....	8,414.18	9,476.18
Rice.....pounds..	1,663	5
Salt.....tons.....	20	
Saccharine.....do.....	112	
Seeds, garden.....dollars..	1,867.49	1,182.56
Sheep dip.....do.....	10,787.16	218.99
Soap.....cwt.....	873	696
Spice.....pounds..	168	
Spirits:		
Brandy.....gallons..	1,398	
Gin.....do.....	714	
Whisky.....do.....	209	976
Rum.....do.....	50	
Sweetened.....do.....	788	170
Perfumed.....do.....	280	170
Stationery.....dollars..	7,524.15	4,705.91
Books.....do.....	2,598.71	15,139.68
Steel bar.....tons.....		5
Sugar:		
Refined.....pounds..	132,864	2,736
Unrefined.....do.....	813	
Tar.....dollars..	4,608.58	
Tea.....pounds..	239	
Telegraph material.....dollars..	12,847.56	6,633.08
Tinware.....do.....	1,086.56	5,513.74
Tobacco:		
Manufactured.....pounds..	1,985	24,580
Unmanufactured.....do.....	10,400	20,541
Cigars.....do.....	17,564	84
Cigarettes.....do.....	8,280	29,160
Toys.....dollars..	11,197.22	1,270.16
Vinegar.....do.....	87.60	
Wine.....gallons..	2,448	191
Wood:		
Timber.....cubic feet..	34,627	266,194
Boards.....do.....		165,178
Staves and shooks.....dollars..	8,615.81	48,796.40
Oars.....do.....		1,245.82
Houses.....do.....	8,615.80	54,538.87
Wooden ware.....do.....	5,212.02	81,860.92
Woolen cloth.....yards..	10,400	810
Woolen blankets and rugs.....pairs..	460	

## The following clipping is from the South African Gazette:

It is well known that Germany is making the most strenuous efforts to introduce her manufactures into South Africa, and especially into the Transvaal. The system of exporting goods from any inland German town to the Transvaal by means of a through bill of lading is advantageous to the importer and convenient to the exporter, as not only is the through rate fixed, but a considerable reduction in railway carriage and freight is made.

This system places the German manufacturers in a better position than others to compete for the Transvaal trade.

There is nothing lacking in the methods pursued by the British manufacturers and exporters to secure the trade. They are, as a rule, well represented in South Africa by experienced, energetic, and pushing travelers; but complaints are made that sufficient care is not exercised in executing orders, and a grave charge against the British exporter is that the packing of goods does not come up to the standard of the American packing, more particularly as regards care and the economizing of space. Then, again, the British manufacturers do not appear to study the requirements of the trade to the same extent as the Americans do, and in some lines British goods

are being displaced by American; for example, such articles as American household pumps, edge tools (including saws, etc.), shovels, picks, lawn mowers, and carriages are to some extent superseding British goods.

The following shows how United States exports to Africa compare with our exports to other countries for 1898 in—

Articles.	Rank.	Articles.	Rank.
Agricultural implements .....	9	Steel rails .....	6
Boots and shoes .....	8	Lard .....	11
Builders' and other hardware .....	7	Lumber .....	9
Corn .....	6	Meat products, canned .....	2
Carriages .....	4	Oil, mineral .....	14
Clocks and watches .....	8	Paraffin and paraffin wax .....	8
Cloth, cotton, manufactures of .....	11	Tobacco .....	9
Cycles .....	7	Tobacco, manufactured .....	6
Flour .....	6	Typewriters .....	7
Hams .....	13	Wheat .....	6

### CAPE COLONY.

Considering Cape Colony alone, through whose ports most of the imports into the South African Republic, the Orange Free State, and Rhodesia enter, I submit the following figures, for which I am indebted to the editor of the Cape Times:

	1897.		1898.	
	British currency.	American currency.	British currency.	American currency.
Imports .....	£16,490,739	\$87,265,484	£15,264,949	\$80,887,819
Exports .....	19,176,061	93,320,301	24,112,433	117,343,399

While the exports are increasing, if gold and diamonds were eliminated they would not appear to be satisfactory.

The following will show the reexports from the colony of oversea imports. Rhodesia is the only State that shows an increase, and this promises to continue.

	1897.		1898.	
	British currency.	American currency.	British currency.	American currency.
Orange Free State .....	£905,900	\$4,408,562	£822,880	\$5,004,546
Bechuanaland .....	61,896	301,217	34,570	168,235
Basutoland .....	21,947	106,805	20,878	101,603
South African Republic .....	4,357,547	21,185,902	3,130,075	15,232,510
Rhodesia .....	417,102	2,029,827	544,713	2,650,846

It is noticeable, in the imports into Cape Colony, that "haberdashery and millinery" increased (although trade was bad, amounting to only \$75,000), while, on the other hand, "apparel and hats" decreased over \$16,000. Considerable increases are noticed in the necessities of life; wheat increased something like \$1,000,000; cheese, \$60,000; meats, \$1,000,000. On the other hand, luxuries, like tobacco and wine, decreased largely. The imports show that the colony will continue to be dependent upon other countries for her food. The imports into

the colony for the past two years indicate, perhaps, the extent to which "trade follows the flag."

	1897.		1898.	
	British currency.	American currency.	British currency.	American currency.
<i>Imports.</i>				
United Kingdom .....	£12,839,271	\$62,482,312	£11,443,176	\$55,686,216
British possessions .....	883,283	4,298,253	1,048,126	5,100,615
Foreign .....	4,310,586	20,977,223	4,139,050	20,142,687
<i>Exports.</i>				
United Kingdom .....	19,019,161	92,556,749	23,909,425	116,355,217
British possessions .....	88,844	405,594	113,050	550,158
Foreign .....	333,791	1,624,394	340,908	1,659,029

The value of the imports of the United States into Cape Colony amounted to £2,179,646 (\$10,605,068.26), in 1898, £2,009,597 (\$9,780,203.80) in 1897, and £1,739,053 (\$6,363,696.56) in 1896.

The export trade of the colony to the United States for the same periods was £28,799 (\$140,122.33) in 1898, £45,725 (\$222,475.71) in 1897, and £88,160 (\$429,030.64) in 1896.

Increases of imports from the United States are noticed for 1898 over 1897 in the following articles: Apparel and slops, \$12,600.08; brushware, \$3,487.45; candles, 73,870 pounds; cheese, 451,718 pounds; coal, 25,004 tons; confectionery, 44,378 pounds; samp, 20,993,635 pounds; flour, 18,084,534 pounds; corn meal, 13,803,783 pounds; cotton piece goods, \$10,949.65; fruits, dried, 96,805 pounds; glucose, 644,890 pounds; lard, 599,701 pounds; machine oil, 50,907 gallons; vegetables, preserved, 28,471 pounds; honey, 3,888 pounds; maizena, 67,275 pounds; oatmeal, 468,250 pounds; stationery, \$9,788.70; typewriters, \$15,968.99; roofing slates (number), 68,475; iron piping, \$15,378.78; condensed milk, 17,652 pounds; paper for printing, \$19,094.74. Small increases in many other articles are noticed; decreases are principally observed in butter, barley, and corn (about 50,000,000 pounds). Uruguay sent 1,641,252 pounds for the first time in many years, and it must also be noted that the Argentine Republic sent 27,232,299 pounds of corn, and 1,038,812 pounds of oats. On the other hand, corn in meal from the United States was received to the amount of over 13,000,000 pounds, and samp increased 21,000,000 pounds. Imports of mineral oil (paraffin) from the United States into all South Africa is stated at 10,474,918 gallons in 1897, and 12,292,744 gallons in 1898.

Iron fencing increased about 1,746 hundredweight, but as English manufacturers are reducing prices and American manufacturers are increasing them, the outlook for 1899 is not flattering.

The customs revenue derived in the year 1898 from all goods entering Cape Colony for South African consumption was £2,342,707 (\$11,398,442.62), as against £2,735,952 (\$13,311,775.41) in the previous year. Of the former amount, £1,649,936 (\$8,023,259.50) was received from goods imported for consumption in the colony, £134,589 (\$654,843.37) was retained by the colonial government on goods for consumption outside its borders, and £126,613 (\$616,036.16) was paid for goods consigned to the Orange Free State, Bechuanaland, and Basutoland, the other parties to the tariff convention.



With the year 1899, the trade of the colony improved. The imports of merchandise during January increased £175,209 (\$852,479.60), as compared with the imports for the corresponding month of last year; the exports of colonial products (exclusive of diamonds) for the same period increased £51,212 (\$249,172.20) over the returns of a year ago. The rebate trade of the colony showed an increase of some £25,000 (\$121,637.50); the rebate trade for the Transvaal was something like £53,000 (\$257,871.50) in excess of that for January last year.

*Exports of products from Cape Colony during the years 1897-98.*

Articles.	1897.	1898.
Aloes.....pounds..	458,895	893,016
Argol.....do.....	96,688	128,689
Asbestos.....do.....	102,885	384,000
Books, printed.....dollars..	14,745.00	11,049.45
Buchu.....pounds..	91,594	166,262
Copper.....tons.....	27,329	24,808
Cereals:		
Barley.....pounds..	10,871	50,411
Beans and peas.....do.....	1,592	290
Bran.....do.....	2,189,700	4,906,160
Flour.....do.....	560,864	668,800
Corn.....do.....	7,473	7,800
Oats.....do.....	908,120	963,730
Wheat.....do.....	22,246	81,600
Crocidolite.....do.....	32,975	17,800
Diamonds.....carats..	8,486,333	3,497,802
Feathers (ostrich).....pounds..	356,196	369,778
Fish:		
Salted.....do.....	1,209,351	808,048
Preserved.....do.....	385,189	404,078
Flowers, dried.....do.....	186,618	223,737
Fruits:		
Dried.....do.....	14,517	11,498
Fresh.....dollars..	32,746.68	24,940.81
Gold, raw.....ounces..	3,139,912	4,884,809
Guano.....tons.....	11	4,091
Manure, artificial.....pounds..	38,000	378,000
Hair, angora.....do.....	12,568,601	10,876,014
Hides, ox and cow.....number..	11,624,178	570,586
Horses.....do.....	468,970	816,161
Ivory.....pounds..	2,566	8,695
Onions.....do.....	255,143	316,482
Potatoes.....do.....	25,640	115,066
Skins:		
Goat.....number..	1,111,464	1,292,802
Sheep.....do.....	2,854,065	3,137,050
Calf.....do.....	40,992	27,941
Spirits.....gallons..	14,657	18,941
Wine.....do.....	69,117	60,331
Wool:		
Fleece-washed.....pounds..	1,791,924	1,611,880
Scoured.....do.....	8,566,635	5,773,000
Grease.....do.....	49,896,858	66,388,046

*Quantities of wool and gold exported from Cape Colony for the last five years.*

Year.	Wool.	Gold (raw).
	<i>Pounds.</i>	<i>Ounces.</i>
1894.....	75,095,041	2,066,141
1895.....	86,464,545	2,817,900
1896.....	90,922,727	2,408,717
1897.....	78,873,336	3,139,912
1898.....	83,023,281	4,884,809

*Exports of Cape Colony for 1898, by countries (exclusive of specie).*

Countries.	English currency.	American currency.
United Kingdom.....	£23,969,425	\$116,646,802.76
British possessions.....	113,080	560,308.82
America.....	28,799	140,150.33
Belgium.....	53,886	262,236.21
France.....	8,720	42,435.88
Germany.....	49,855	242,615.36
German West Africa.....	31,578	155,134.29
Holland.....	2,783	13,543.47
Italy.....	110	535.31
Madagascar.....	75	364.99
Sweden.....	6	20.20
Portugal and possessions.....	27,456	133,614.62
Russia.....	87	423.39
Spanish possessions.....	301	1,464.82
Shipped as "stores".....	136,952	666,476.96
Total.....	24,423,413	118,946,122.36

*Stocks in bond in Cape Town December 31, 1898.*

Ale and beer.....gallons..	90,531	Spirits:	
Butter.....pounds..	284,784	Brandy.....gallons..	29,739
Candles.....do....	500,739	Gin.....do....	15,155
Cheese.....do....	143,304	Liqueurs.....do....	11,029
Coffee.....do....	7,547,152	Rum.....do....	2,675
Confectionery and preserves,		Whisky.....do....	52,662
pounds.....	512,428	Sugar:	
Dynamite.....do....	696,567	Refined.....pounds..	631,455
Flour.....do....	8,945,672	Unrefined.....do....	11,189,645
Lard.....do....	136,255	Timber.....cubic feet..	2,487,671
Matches.....gross..	64,750	Tobacco:	
Oil:		Cigars.....number..	1,830,709
Paraffin.....gallons..	249,531	Manufactured.....pounds..	88,408
Lard.....do....	28,449	Unmanufactured.....do....	86,304
Rice.....pounds..	3,569,870	Wheat.....do....	26,399,025
Soap.....do....	1,110,589	Wine.....gallons..	34,606

## FREIGHT RATES.

The low rates that prevailed during the past year between New York and South African ports, due possibly to a freight war, was the means of increased trade, and although cargoes were carried in English bottoms and the English companies, it is said, were in the fight, English houses complained that with a greater distance of 2,000 to 3,000 miles, houses of the United States could export goods to South Africa at cheaper rates, which enabled American producers to lay down goods below English prices. Whether the pressure brought to bear on English companies whose vessels sail from New York to increase rates will have effect, or rebates will be granted from England to South African ports, is at this writing impossible to foretell. Trade associations here and in England are discussing this question. If return cargoes to the United States could be found at Cape ports, the question of freight rates could be more satisfactorily arranged, for vessels now have to return in ballast, or proceed to eastern ports for return cargo.

I fear, however, that return cargo from Cape ports is not obtainable. The products now exported to the United States, in limited quantities, are argol, buchu, ostrich feathers, and wool.

## RAILWAYS.

The following information has been furnished this consulate by the general manager of railways, Cape Colony:

The Graff-Reinet line to Rosmead, 98 miles in length, was opened for traffic in March, 1898.

The following lines are under construction, or authorized at this date:

	Miles.
Port Elizabeth to Avontuur.....	178
Sir Lowry Pass to Caledon.....	51
Malmesbury to Grey Pass.....	96½
Queenstown to Tarkastad.....	31
Oudtshoorn to Klipplaat.....	156
Mossel Bay to Oudtshoorn.....	76
Somerset East to King Williamstown.....	146
Ashton to Swellendam.....	41
Swellendam to Riversdale.....	64

I give below particulars of reductions in rates on the Cape Government railways, introduced during the year 1898:

1. On March 1, the intermediate class rate from Cape ports to stations in the South African Republic was reduced by 1s. (24 cents) per 100 pounds; the rate from Port Elizabeth to Johannesburg was reduced from 7s. 2d. to 5s. 9d. (\$1.74 to \$1.40), or 14 per cent. The rate from East London to Johannesburg was reduced from 6s. 9d. to 5s. 9d. (\$1.64 to \$1.40), or 14.8 per cent.

2. On March 1, the first-class through rate between Cape ports and stations in the South African Republic was abolished, and goods which had hitherto been carried at that rate were classified as normal; e. g., the rate from Port Elizabeth to Johannesburg was reduced from 9s. 4d. to 8s. 1d. (\$2.27 to \$1.97), or 13.5 per cent, while the rate from East London to Johannesburg was reduced from 8s. 10d. to 7s. 8d. (\$2.15 to \$1.87), or 13.2 per cent.

3. On February 1, the rate for galvanized iron and timber, declared to be for house-building purposes and consigned at owner's risk only, was reduced over the Bechuanaland company's line from 4½d. to 3d. (9 to 6 cents) per ton per mile, or a reduction of 33½ per cent.

4. On July 1, local traffic on the Cape Government railways hitherto classified as first class was charged at the second-class rate plus 10 per cent; e. g., the rate from Port Elizabeth to Kimberley was reduced from 10s. 1d. to 8s. 6d. (\$2.45 to \$2.07) per 100 pounds, or 15.7 per cent.

5. On July 1, the rate for imported wheat and mealies in full truck loads, consigned from the ports to stations in the South African Republic, was reduced from the intermediate to half normal rate; e. g., the rate from Port Elizabeth was reduced 33.7 per cent, while the rate from East London to Johannesburg was reduced 33½ per cent. This special rate was in operation till March 31, 1899, when the intermediate rate was reverted to.

The railway earnings last year (1898) were, as a result of the depression, less than in 1897. There was a considerable falling off in tonnage sent to the South African Republic. In 1898, the tonnage entering the Transvaal by the three railway systems was 418,700, against 537,927 in 1897.

The following, from the South African Trade Journal, will give much information in regard to the railways of South Africa:

## RAILWAY SYSTEM.

It is quite impossible to overestimate the importance of the railway development that has been taking place in South Africa these past ten years and that is still in progress with undiminished vigor. The Cape Colony alone controls 2,000 miles, which it has acquired at an expenditure of twenty millions and which still returns, even under the adverse conditions of to-day, an interest approximating to 4½ per cent. The Free State possesses a long stretch of line between the Orange and Vaal rivers, and is laying down feeders and developing lines as fast as it can get the material and the labor. The Transvaal is on a similar policy bent. It owns the strip between the Vaal and Pretoria, thence to Delagoa Bay and northward toward Pietersburg, the last-named section being on the very eve of opening. Natal has been by no means left behind in this titanic competition. It has made great sacrifices, indeed, to keep pace with the other players in the railway scramble, and in addition to building the trunk line from Durban to Volksrust, has developed lines along the coast and inland; and is intending to pursue a like course of action as it recovers its financial balance after the expenditure of the past few years. Rhodesia, too, is doing wonders. Its railway from Mafeking to Buluwayo is amongst the wonders of this wonderful country, whilst scarcely less can be said of the line between Beira and Salisbury, which is within a reasonable distance of its immediate objective. But if the progress of railway construction has been great in the past, there is every indication of still further strides being taken in the future. Not to speak of the southwestern group of railways in the Cape Colony (which, after a stormy and troublous history, are at length on a fair road to being got done, as Carlyle might say) the present Government has adopted a policy of development by means of narrow-gauge railways which can not fail to have an important effect upon the future of the country. The heart of the Karoo is to be pierced, and its lifeblood, such as it is, drawn for the benefit of South Africa. The fertile lands which lie to the north of Port Elizabeth are to be tapped with a similar object. A line is to be built between Aliwal North and Barkly East which will open up a hitherto neglected grain-producing country, and little doubt need be entertained that this line will ultimately be pushed on to St. Johns River, which may be regarded as another prospective East Coast port. The Free State intends to link on to the colony by means of a railway between Bloemfontein and Kimberley across the vast corn-producing country which lies between these two points. Mr. Rhodes is busy negotiating for an extension of the Buluwayo line to the Zambesi and the Tanganyika, and we have no doubt whatever that before many years have passed Salisbury and Buluwayo will, in a figure, shake hands over the railway metals. All this work has been largely in the nature of an investment, and it has proved of fluctuating value, like most investments in South Africa. It says something for the foresight of the men who have "painted" our railway map, that there has been such an extremely small percentage of unproductive lines; and if there are cases in which the returns are not so satisfactory as could be desired, we are convinced that it is only temporary. We pin our faith still to the doctrine that South Africa will well repay every sovereign that has been spent or is proposed to be spent upon her railways.

## POSTAL RATES.

No change has been made except that which follows, but it can be stated that a postage of 1 penny (2 cents) per half ounce will soon be in force from this colony to Great Britain. The penny postage between Cape Colony and Great Britain forms at present the subject of active negotiations between the post-office department here and the Imperial Government.

**OFFICIAL NOTICE:—REDUCTION OF THE RATES OF POSTAGE FROM THE CAPE COLONY TO THE BECHUANALAND PROTECTORATE.**

It is hereby notified for general information that under an arrangement entered into between the Imperial Government and the Government of the Cape Colony the rates of postage from the Cape Colony to the Bechuanaland protectorate will, on and from April 1, 1899, be as follows:

Letters, 2d. (4 cents) per one-half ounce.

Single post cards, 1d. (2 cents) each.

Reply-paid post cards, 2d. (4 cents) each.

Book and sample packets, one-half penny (1 cent) per 2 ounces or fraction thereof, with a minimum of 1d. (2 cents) for sample packets.

Newspapers, one-half penny (1 cent) per 4 ounces.

Parcels: No change in present rates, viz, 2s. 2d. (52 cents) not exceeding 8 ounces; 2s. 4d. (57 cents) not exceeding 12 ounces; 2s. 6d. (61 cents) not exceeding 1 pound, and 2s. 6d. (61 cents) for every additional pound or fraction thereof.

OFFICIAL NOTICE:—REDUCTION OF POSTAGE TO DELAGOA BAY AND INTRODUCTION OF PARCEL POST SYSTEM.

It is hereby notified for general information that on and after April 1, 1899, the rates of postage from the Cape Colony to Lourenço Marquez will be reduced as follows—

Letters, from 2½d. (5 cents) per one-half ounce to 1d. (2 cents) per one-half ounce.

Single post cards, from 1d. to one-half penny (2 cents to 1 cent) each.

Reply-paid post cards, from 2d. to 1d. (4 cents to 2 cents) each.

Newspapers, from 1d. (2 cents) for each newspaper weighing 4 ounces, and one-half penny (1 cent) for every additional 2 ounces or fraction thereof, to one-half penny (1 cent) for each newspaper not exceeding 4 ounces, and one-half penny (1 cent) for every additional 4 ounces or fraction thereof.

Books, from 1d. (2 cents) per 2 ounces or fraction thereof to one-half penny (1 cent) per 2 ounces or fraction thereof.

Sample packets, from 1½d. (3 cents) not exceeding 2 ounces, 2d. (4 cents) not exceeding 4 ounces, and 1d. (2 cents) for every additional 2 ounces or fraction thereof, to one-half penny (1 cent) for every 2 ounces or fraction thereof, but with a minimum charge of 1d. (2 cents).

Commercial papers, from 3d. (6 cents) for 2 ounces, 3½d. (7 cents) for 4 ounces, 4d. (8 cents) for 6 ounces, 4½d. (9 cents) for 8 ounces, and 5d. (10 cents) for 10 ounces, to one-half penny (1 cent) for every 2 ounces or fraction thereof.

Parcels, which are at present not admissible, will be accepted at the colonial rates, viz, 4d. (8 cents) not exceeding 8 ounces, 6d. (12 cents) not exceeding 12 ounces, 8d. (16 cents) not exceeding 1 pound, and 2d. (4 cents) for every additional 4 ounces or fraction thereof.

TELEGRAPHS.

The number of miles of wire and line constructed by Cape Colony during 1898, and number of miles projected, were:

	Miles of line.	Miles of wire.
Erected .....	449	2,654
Projected .....	822	757

MINT.

The project of a mint is being agitated, and it is said that the time is at hand for its erection. The export of raw gold and the importation of specie have assumed such large proportions that it would save the colony a heavy annual expenditure.

BANKING.

There has been a heavy shrinkage since the end of 1896. The floating deposits which, on December 31, 1896, were over £18,000,000 (\$87,597,000), stood on December 31, 1898, at £12,000,000 (\$58,398,000), while coin in hand was reduced during the same period from £7,659,000 (\$37,272,524) to £3,774,000 (\$18,366,171), a falling off of nearly £3,000,000 (\$14,599,500). Most of the coin was exported to pay home creditors.

## LIFE INSURANCE.

A very large and successful business has been done in South Africa by some of the life-insurance associations of the United States, which have their agents scattered all over this country, and have written policies as follows: 1896, £824,950 (\$4,014,669.18); 1897, £1,057,156 (\$5,144,649.67); 1898, £991,825 (\$4,826,716.36).

## TAXATION OF COMPANIES.

The action of the Government of Cape Colony in passing a law for the taxation of all joint stock companies doing business in the colony, and represented by an agent, of 1 shilling (24 cents) on each £100 (\$486.65) of the subscribed capital, although but a very small part of that capital may be used in the colony, has created much dissatisfaction. I am of the opinion that the act will be amended at the next session of Parliament, and the danger to corporations of the United States and of other countries doing business in the colony will have passed.

## REQUESTS FOR INFORMATION.

The demand for data on many subjects by manufacturers, producers, and mercantile associations of the United States has been very large, as evidenced by the 3,000 letters received at this consulate. Most of the subjects on which information is asked have been already dealt with in the consular reports. The large numbers of catalogues and price lists received have been distributed to those interested in the goods described, and I trust some good result has been achieved; but, as I have before stated, it is men and not catalogues that work up trade. I have yet to meet an American commercial traveler who has reported poor business. To the proprietors of the many trade papers so kindly sent this consulate, I desire to say that these are laid upon the tables of the chambers of commerce and are extensively read by those interested.

## GENERAL INFORMATION AND ADVICE.

American manufacturers have been educated in the proper preparation and packing of goods, and I have heard of no serious fault. Their representatives here are becoming familiar with the trade and its wants, and South Africa is now a permanent and satisfied customer. United States manufacturers have but to enter the markets to gain success, and when American bottoms ship the goods the large amount now expended in this way will remain in the United States. We will in time have to adopt certain German customs in credit giving, and must recognize the fact that the average foreign merchant is as prudent and cautious as the home buyer. German manufacturers believe in personal interviews; they visit the buyer and ascertain the condition of trade, as well as his financial standing. The time will come when foreign buyers will refuse to pay for goods by "draft, bill-lading attached," and prices for goods will be made "c. i. f." I would also suggest that when an acquaintance is once formed and a personal regard established, it is not always wise to change representatives.

## TRANSIT TRADE FOR THE TRANSVAAL.

The following will show the comparative distribution of imports into the South African Republic for 1898:

	British currency.	United States currency.
Cape Colony .....	£4,347,000	\$20,154,675.50
Natal .....	3,046,000	14,823,359.00
Delagoa Bay .....	2,317,000	11,275,680.50
Orange Free State .....	920,000	4,477,080.00

The following is the tonnage of imports by railway:

	Tons.
Cape Colony .....	112,833
Natal .....	137,244
Delagoa Bay .....	147,247
Orange Free State .....	21,377

These returns show a reduction in imports to the Transvaal in 1898, as compared with 1897, of 22 per cent in both values and weights. The reduction of values by each route were: Natal, 16 per cent; Cape Colony, 23 per cent; Delagoa Bay, 33 per cent; and in weights, Natal, 14 per cent; Cape Colony, 23 per cent; Delagoa Bay, 21 per cent. It would seem that, water rates being equal, the port of Durban (Natal) delivers goods to the Transvaal cheaper than ports of Cape Colony.

The importation of food stuffs increased in volume in the case of flour, rice, butter, ham, bacon, and frozen meats. Building materials (wood, iron, and cement), household necessities (apparel, furniture, and hardware), as well as luxuries (jewelry, bicycles, carriages, and cigars), were imported in less quantities than in 1897. The increase in exports for 1898 is due to hides, skins, bark, coals, and fruit.

## NATAL.

For the Colony of Natal alone (through whose ports, in addition to those of Cape Colony, all imports and exports South Africa pass, except those going via Portuguese territory on the east coast) the following data are submitted:

	1897.		1898.	
	British currency.	United States currency.	British currency.	United States currency.
Imports .....	£5,938,000	\$29,116,269.50	£5,323,000	\$25,904,279.50
Exports .....	1,621,000	7,888,596.50	3,202,000	10,716,023.00

## SUGAR AND TEA.

The quantity of sugar produced by the mills in 1897 was 15,186 tons; in 1898, 30,000 tons. Notwithstanding this large increase in production, prices have advanced by the operation of the "customs union." Sugar from Mauritius, though handicapped by a duty of 3s. 6d. (85 cents) per 100 pounds, is landed at a lower price in Cape Colony than sugar from Natal; but being again handicapped by double railway rates, it is put out of competition for the inland markets. A larger acreage is being prepared for tea culture in Natal, and the present season's crop is estimated at 1,100,000 pounds.

## COAL.

The output of coal for 1897 was 243,960 tons; for 1898, 387,811 tons. There are 13 mines. Every inducement in the way of Government aid and reduction of freight rates and harbor fees is being made to aid this industry. United States bituminous coal has begun to arrive in Cape Colony in competition with Welsh coal.

## RAILWAYS.

The following information is from the general manager of railways, Durban: Reductions in freight rates are, normal intermediate rough class, 250 to 300 miles, 10 per cent; intermediate through class, 15 per cent; South African produce class, 150 to 200 miles, 25 to 40 per cent; 200 to 300 miles, 40 to 100 per cent.

The number of miles of railways opened for traffic in 1898 was:

	Miles.
Verulam-Stanger .....	32½
Bluff Line .....	6½
Stanger-Tugela .....	17½
<b>Total .....</b>	<b>56½</b>

Light lines authorized and in course of construction are:

	Miles.
Greytown Branch .....	65
Coalfields-Buffalo .....	14
Park Rynie-Port Shepstones .....	36½
Umzinto Branch .....	6½
<b>Total .....</b>	<b>122½</b>

The following clipping from a newspaper will give further information:

## NATAL RAILWAYS.

There are now open for public traffic in this colony 505 miles of railway, all being single lines (with ample sidings and loop lines) on a gauge of 3 feet 6 inches, the whole being worked by the colonial government, under the general management of Mr. David Hunter.

Our railways connect the port with the town of Durban (a distance of 2 miles), as also Durban with Tugela (69½ miles), on the north coast; Park Rynie (40½ miles), on the south coast; and the numerous sugar plantations en route to these coast towns; Pietermaritzburg (71 miles), the capital of the colony; Ladysmith (190 miles), the junction of the lines to the borders of the South African Republic and the Orange Free State; and the border of the South African Republic (307 miles). There are branch lines (17 miles) from Thornville Junction to Richmond (76 miles from the port) and (8 miles) from Glencoe Junction (231 miles from the port) to Dundee and the coalfields in that neighborhood, and another branch line to Harrismith (59½ miles from Ladysmith), Orange Free State, 24 miles being in that State. There is also a line (6½ miles) from Clairmont, South Coast Line, to Wests on the Bluff (12½ miles from Durban).

Through passenger trains (first, second, and third class) are run every day from Durban to Harrismith and Johannesburg.

Passenger trains leave Johannesburg every morning and evening, Harrismith every afternoon, and Ladysmith four times every week day and twice every Sunday, for Durban; and the trains that leave Johannesburg on Thursday arrive at Durban on Friday evening, the mail steamer leaving for Cape ports and England on the Saturday.

The M'Fongosi, New Republic, and Zululand gold fields may be reached in two to four days from Durban, by rail and horse conveyances.

The extensions in course of construction are the lines from Pietermaritzburg to Greytown, and from Dundee to Vryheid, and those in contemplation are the continuation



of the South Coast Line from Park Rynie to Port Shepstone, as well as a branch to Umzinto; also an extension from Richmond, which would ultimately give a connection between the Natal and Cape railway systems.

The through railway rates between South African ports and Johannesburg, per 100 pounds, are as follows:

Ports.	Normal class.		Intermediate class.		Rough goods class.	
	British currency.	United States currency.	British currency.	United States currency.	British currency.	United States currency.
Cape Town .....	s. d. 10 10	\$2. 64	s. d. 8 2	\$1. 99	s. d. 7 1	\$1. 72
Port Elizabeth .....	8 1	1. 97	6 2	1. 60	5 3	1. 28
East London .....	7 8	1. 87	5 9	1. 40	4 11	1. 18
Durban .....	7 8	1. 87	5 9	1. 40	4 11	1. 18
Delagoa Bay .....	7 0	1. 70	5 0	1. 22	4 2	1. 01

*Telegraph and telephone lines opened for traffic, 1898.*

	Miles of line.	Miles of wire.
Telegraph .....	270½	471
Telephone .....	5½	11½
Private wires .....	10½	20½

*Mileage of lines and wires, December 31, 1898.*

	Miles of line.	Miles of wire.
Telegraph .....	1,287½	2,935½
Telephone .....	14½	77½
Private wires .....	10½	20½

On January 1, 1899, the rates for telegrams between the Cape Colony, the Orange Free State, and Natal, and from Natal to the Transvaal, were reduced to a penny per word, with the minimum rate of 1 shilling (24 cents.) The tariff on telegrams from the Transvaal to Natal and between the Transvaal and the Cape and Orange Free State remains at the former rate of five words for 6 pence (12 cents), with a minimum rate of 1 shilling.

Arrangements have been made under which, in case of an interruption in the cable between Durban and Delagoa Bay occurring simultaneously with an interruption in the Western cable, cable messages can be sent from Durban overland via Barberton and Delagoa Bay. These arrangements for the use of the land lines by the cable company are not available in the case of a breakdown in the cable between Durban and Delagoa Bay only, and in this event persons in Durban wishing to use the Eastern cable must employ an agent at Delagoa Bay to send or receive the cable messages.

**WHARF DUES AND TUG DUTIES.**

*Wharfage dues under laws 12, 1875, and 7, 1886.*

Upon all wool or Angora hair shipped or landed at the harbor of Port Natal there shall be payable and be paid the sum of 1 shilling (24 cents) for and upon every bale thereof.

Upon all goods, articles, matters, or things (except wool or Angora hair, and the goods, articles, and things hereinafter exempted) shipped or landed at the said harbor, dues shall be payable and be paid at and after the rate of 10 shillings (\$2.43) for and upon every hundred pounds (\$486) of the value thereof.

*Exemptions.*—All public stores, naval or military baggage, and personal baggage of passengers; all ships' stores outward; all goods shipped upon which wharfage dues have been paid upon importation; all products of the colony imported by sea; all coin and bullion.

*Tug dues (law 6, 1886).*

On every bill of entry upon which import duties are payable a sum of 3 pence (6 cents) for every pound and proportion of a pound of total amount of duties; on goods contained in transit list an impost of 3 pence in every pound on the transit dues; and on goods free of duty as under: Sixpence per ton (12 cents), or 3 pence per package, at the option of the collector of customs.

Under law 47 of 1898 and proclamation 11 of 1899 there is granted a reduction of one-half of the wharf dues and the whole of the tug duties upon all goods and things imported into the colony by sea and landed at any port thereof.

*Port statistics.*

	1897.	1898.
	<i>Ft. tn.</i>	<i>Ft. tn.</i>
Average low-water depth on the bar .....	17 3	18 7
Maximum draft across the bar:		
Steamers .....	21 6	21 6
Sailers .....	21 6	22 1

Total number of vessels across the bar on the following drafts:

	1897.		1898.	
	Steam.	Sail.	Steam.	Sail.
18 feet and under 19 feet .....	54	19	87	18
19 feet and under 20 feet .....	26	19	50	10
20 feet and under 21 feet .....	5	5	27	7
21 feet and over .....	2	3	8	2
Total .....	87	46	172	37

	1897.	1898.
Total tonnage into the harbor in tons, net register:		
Steamers .....	599,579	715,999
Sailers .....	137,243	85,457
Men-of-war .....	8,586	13,556
Small craft .....	5,949	5,334
Total .....	741,357	820,346

Total tonnage to the port in tons, net register: 1897, 1,322,027; 1898, 1,321,352.

*Stamp duties on customs documents.*

	British currency.	United States currency.
	<i>£ s. d.</i>	
License to keep a warehouse for bonded goods .....	10 0 0	\$48.66
Transit license .....	5 0 0	24.33
On each original prime entry .....	0 0 6	.12
On each original home consumption entry .....	0 0 6	.12
On each original warehouse entry .....	0 0 6	.12
On each ship's copy of bill of lading duly executed .....	0 0 6	.12
On each ship's clearance .....	0 10 0	2.43
For every bond, import, or export, relating to bonded goods, when the amount for which such bond is made does not exceed £100 or fraction thereof .....	0 1 6	.36
For every additional £100 or fraction thereof .....	0 0 6	.12

## CHARGES ON SPIRITS.

*Tariff of charges for spirits or wines manufactured in or imported into Natal, and deposited in the excise public warehouse of Durban.*

	At per week.	
	British currency.	United States currency.
	<i>s. d.</i>	
Casks or vessels not exceeding 20 gallons capacity.....	0 1	\$0.02
Over 20 and not exceeding 35 gallons capacity.....	0 2	.04
Over 35 and not exceeding 50 gallons capacity.....	0 3	.06
Over 50 and not exceeding 75 gallons capacity.....	0 4	.08
And for every additional 25 or fraction of 25 gallons capacity.....	0 1	.02
For spirits exported by sea after whatever period in warehouse, or spirits that shall have been in warehouse for over twelve months, one-half of the above rates only shall be leviable for the full period warehoused.		
Cases of every description, and whether containing bottles or flasks, not exceeding 2 gallons capacity.....	0 0½	.005
Over 2 and not exceeding 7 gallons capacity.....	0 0½	.01
And for every additional 7 gallons or fraction of 7 gallons capacity.....	0 0½	.01

Broken periods to be charged as one week, and one week extra to be charged for receipt and delivery.

The Government charges for goods deposited in the Government bonding warehouse are as follows:

	Per week.	
	British currency.	United States currency.
	<i>s. d.</i>	
Kegs, barrels, or casks, containing wines or spirits, whether colonial or imported, not exceeding 20 gallons capacity.....	0 1	\$0.02
Over 20 and not exceeding 35 gallons capacity.....	0 2	.04
Over 35 and not exceeding 50 gallons capacity.....	0 3	.06
Over 50 and not exceeding 75 gallons capacity.....	0 4	.08
And for every additional 25 or fraction of 25 gallons capacity.....	0 1	.02
Cases of every description, and whether containing bottles or flasks, not exceeding 2 gallons capacity.....	0 0½	.005
Over 2 and not exceeding 7 gallons capacity.....	0 0½	.01
And for every additional 7 or fraction of 7 gallons.....	0 0½	.005
Bales cotton blankets, each.....	0 3	.06
Bales, woolen blankets, each.....	0 4	.08
Coffee, per bag.....	0 0½	.01
Dates, per bag.....	1 6	.06
Mealies, per bag.....	0 0½	.01
Rice, per bag.....	0 0½	.015
Sugar, per bag not exceeding 70 pounds.....	0 0½	.01
And for every additional 70 pounds or fraction of 70 pounds.....	0 0½	.01
Tea, per chest.....	0 1	.02
Tea, per half chest.....	0 0½	.01
Tea, per box containing not more than 14 pounds.....	0 0½	.005
Tobacco, manufactured, per case or packet containing not more than 90 pounds.....	0 2	.04
Tobacco, per case containing more than 90 pounds.....	0 3	.06
Tobacco, unmanufactured, for every 60 pounds or fraction of 60 pounds.....	0 1	.02
Goods in packages, not enumerated above, per package:		
Measuring 1 cubic foot and under.....	0 0½	.01
Measuring above 1 and under 3 cubic feet.....	0 1	.02
Measuring 3 and under 5 cubic feet.....	0 2	.04
Measuring 5 and under 10 cubic feet.....	0 3	.06
Measuring 10 and under 15 cubic feet.....	0 4	.08
Measuring 15 and under 20 cubic feet.....	0 5	.10
Measuring 20 and under 30 cubic feet.....	0 6	.12
And for every additional 10 cubic feet or fraction thereof.....	0 1	.02

Broken periods to be charged as one week, and one week extra to be charged for receipt and delivery.

## SHIPPING OF SOUTH AFRICA.

*Ships entered with cargo into ports of South Africa, except ports of Portuguese territory.*

Country.	Number.	Tonnage.	Country.	Number.	Tonnage.
United Kingdom (1) .....	1,208	4,198,647	French (2) .....	45	108,702
Argentine Republic .....	1	1,221	German (3) .....	93	148,182
American .....	17	12,547	Italian .....	18	18,084
Austrian .....	2	1,269	Norway and Sweden (4) ..	217	169,590
Danish .....	16	7,985	Russian .....	11	10,476
Dutch .....	2	1,603	Portuguese .....	1	784

Included in above vessels are the following with cargo from the United States:

	Number.	Tonnage.		Number.	Tonnage.
(1) .....	108	271,221	(3) .....	2	3,062
(2) .....	4	5,438	(4) .....	3	4,725

Tonnage named is registered and not cargo tonnage. In other words, it can be safely stated that over 870,000 tons of cargo of American production were transported in foreign bottoms to South Africa, and if the value of same could be ascertained one could easily approximate the cost of collecting that amount through the banking institutions of foreign countries.

To show the increase of shipping of the colony, a glance at the number of seamen entering the ports may be of value: 1894, 118,826; 1895, 127,988; 1896, 142,827; 1897, 145,748; 1898, 148,110.

United States exports to Portuguese territory were carried as follows: In British bottoms, 83 per cent; foreign bottoms, 8.7 per cent; American bottoms, 8.3 per cent.

J. G. STOWE, *Consul-General*.

CAPE TOWN, *June 30, 1899.*

## FIRST SUPPLEMENTARY REPORT.

I append a table showing the advance in United States products imported into South Africa between the years ended June 30, 1893, and June 30, 1898. My annual report gives the same information for the year ended June 30, 1898, as compared with the year ended June 30, 1897. This table shows what an increase five years have brought in United States imports.

Exports to the United States are noted in the statistics of the colony as only about £25,000 (\$121,600), and objection is made to the large amount purchased from the United States, when so small an amount is sent in return; but it is not noted that, although return cargoes do not go direct to the United States, a very large quantity of colonial products is sent via England. For instance, ostrich feathers to the value of £400,000 (\$1,946,600), and goatskins to the value of £100,000 (\$486,600), together with a large amount of wool, etc., was sent to the United States last year, for which this colony got no benefit as a direct exporter.

J. G. STOWE, *Consul-General*.

CAPE TOWN, *July 26, 1899.*

## WHAT AMERICA SHIPS TO SOUTH AFRICA.

[From The British and South African Export Gazette.]

We now lay before our readers a comprehensive list of the various items of American exports, with quantities and values, shipped to South Africa during the year 1897-98. The utility of this tabulation from the point of view of affording a good view of the nature and extent of trans-Atlantic activities in the South African market hardly needs pointing out. To this tabulation we oppose similar figures for five years ago, thus affording data for estimating the amount of progress made by American trade with South Africa in the quinquennium.

As is to be anticipated, the heaviest items of export are those which, being in the nature of American specialties, such as mineral oils, lumber, and wheat and other foodstuffs, do not enter into competition with English manufactures. The list of competitive articles is, however, by no means limited, and its diversified nature is what will readily strike the eye. The following table shows the proportion of competing and noncompeting articles, with the actual and the percental increases made in the five years:

American exports to British and Portuguese Africa.	Value, 1892-93.		Value, 1897-98.		Increase.		Percentage of increase.
	British currency.	United States currency.	British currency.	United States currency.	British currency.	United States currency.	
Articles competing with British goods...	£530,442	\$2,581,396	£1,268,460	\$6,172,960	£738,018	\$3,591,564	139.2
Noncompeting articles .....	268,669	1,307,478	1,783,284	8,678,352	1,514,615	7,370,874	564.9
Total .....	799,111	3,888,874	3,051,744	14,851,312	2,252,633	10,962,438	281.8

The great significance of the competitive items of the table is that a general entry has been made into a hitherto exclusively English market, and the progress which has been made, shown by the aggregate percental increase of 139.2 per cent in the five years, is of a nature to challenge the most serious attention.

Of exports of competing articles in relatively large proportion—those to the extent of five figures and above—specially noticeable are: Machinery, classed unenumerated, agricultural, pumps and appliances, and sewing and typewriting machines. Among metal goods are structural iron and steel, unenumerated ironware, railway material, pipes and fittings, wire, and tinware; in hardware are locks and unenumerated tools, but the aggregate of the items under this heading approaches six figures. In the class of vehicles are tram and railway rolling stock and cycles. In the division of scientific instruments and materials are telephone, telegraph, and other electric apparatus and materials. The total of the whole class of leather ware shows the impending competition which stands before our leather-manufacturing industry. India-rubber goods is another item in which five-figure exports are reached. Among items of food and drink it is somewhat surprising to note the large exports of American rum. Finally, furniture and wooden manufactures, as well as drugs and patent medicines, record four-figure shipments.

Taken in the aggregate, the list of articles and the figures appended, here set forth, are without doubt full of import for all classes of British manufacturers, showing as they do that American competition has to be met in all departments of trade. This competition is also not to be ignored because the shipments in many cases are both small in quantity and value, as this is a peculiarity incidental to the opening of all new markets. The energy which our trans-Atlantic cousins put into all their new departures is earnest of a sufficiently active exploitation in the near future. This can only be met and the value of our tabulations realized in proportion as renewed care and energy on the part of English firms in cultivating the South African market are stimulated.

It should be noted that in the appended table the noncompetitive articles are distinguished by a \*, and that the figures also include the exports to British and Portuguese West Africa.

*American exports to South Africa.*

[The equivalents in United States currency in the following table are stated throughout in round numbers.]

Articles.	June 30, 1897, to June 30, 1898.			Increase over year 1892-93.	
	Quantity.	Value.		British currency.	United States currency.
		British currency.	United States currency.		
<b>Agricultural produce and materials:</b>					
Fertilizers..... tons..	50	£121	\$568	£67	\$326
*Hay..... tons..	238	764	3,716	764	3,713
*Hops..... pounds..	2,680	52	253	52	253
Nursery stock.....		81	394	81	298
Oil cake—					
Cotton seed..... tons..	8	15	73	43	209
Flaxseed and linseed..... do..	49	271	1,317		
Seeds.....		408	1,959	263	1,278
<b>Animals, live:</b>					
Horses..... number..	117	3,601	17,501	3,601	17,501
Mules..... do..	1,268	36,805	178,872	36,805	178,872
Sheep..... do..	98	1,855	9,013	1,855	9,015
All other live animals, including fowls.....		270	1,312	270	1,319
<b>Articles of drink:</b>					
Cider..... gallons..	20	2	8	2	8
Ginger ale..... quarts..	380	12	58	12	58
Malt liquors (in bottles)..... dozens..	12,466	3,775	18,347	3,721	18,084
Spirits, distilled—					
Rum..... gallons..	567,266	163,337	793,818	23,000	111,780
Whisky..... do..	511	211	1,025	208	1,011
*Wine..... do..	200	47	228	47	228
<b>Articles of food:</b>					
Coffee and cocoa.....		25	122	22	107
Corn, grain, flour, etc.—					
*Barley..... bushels..	3,330	284	1,380	284	1,380
*Bran, middlings, etc..... tons..	140	882	1,856	382	1,857
Bread and biscuit..... do..	93	1,982	9,632	371	1,803
*Breadstuffs, unenumerated.....		6,183	30,049	86	418
*Corn..... bushels..	324,256	27,417	133,247	27,164	132,017
*Corn meal..... do..	78,786	31,176	155,515	30,997	150,645
Oatmeal..... tons..	298	3,522	17,116	3,522	18,117
*Oats..... bushels..	84,161	5,321	25,860	5,246	25,496
*Rice..... pounds..	600	6	29	6	19
*Rye..... do..	59,144	7,006	34,049	7,006	34,049
*Rye flour..... barrels..	230	222	1,079	222	1,079
*Wheat..... bushels..	5,182,378	943,421	4,585,026	917,230	4,457,738
*Wheat flour..... do..	330,257	309,501	1,506,087	238,180	1,449,156
Wheat flour, preparations of, for table food.....		30,558	1,504,180	30,558	148,512
<b>Fish—</b>					
Dried, smoked, or cured..... tons..	26	556	2,702	467	2,270
*Pickled..... barrels..	224	276	1,341	268	1,302
*Salmon, fresh or cured.....		241	1,171	241	1,171
*Salmon, tinned..... tons..	199	7,061	34,316	6,137	29,826
*Shellfish.....		1,122	5,453	913	4,437
*Tinned, other than salmon and shellfish.....		7,676	37,305	5,063	24,558
<b>Fruits and nuts—</b>					
*Apples, dried..... tons..	14	557	2,707	528	2,566
*Apples, green or ripe..... barrels..	52	48	233	48	233
*Fruits (preserved).....		10,207	49,606	8,989	43,468
*Nuts.....		190	923	151	734
*Oranges.....		22	107	22	107
*Prunes..... tons..	8	261	1,268	261	1,268
*All other, green, ripe, or dried.....		7,209	35,036	7,092	34,467
<b>Provisions—</b>					
Bacon..... tons..	5	177	860	163	792
*Beef, fresh..... do..	268	6,187	30,069	6,187	30,069
*Beef, tinned..... do..	2,210	81,998	398,510	66,792	324,609
Butter..... tons..	9	888	4,072	468	2,250
Casings for sausages.....		1,414	6,872	1,178	5,725
Cheese..... tons..	4	158	889	130	632
*Eggs..... dozen..	12,640	509	2,474	509	2,474
*Hams..... tons..	67	3,377	16,412	3,196	15,533
*Honey.....		8,271	1,074	194	943
Lard..... tons..	84	28,406	138,063	24,042	116,844
Lard compounds and substitutes..... do..	2	50	243	50	243
Meat products, unenumerated.....		17,023	82,732	16,399	79,699
Milk.....		3,070	14,920	3,020	14,677
Oleomargarine..... tons..	45	2,359	11,464	2,166	10,527
Pickles and sauces, and unenumerated vegetables.....		271	1,317	266	1,293
*Pork, salted or pickled..... tons..	35	1,010	4,909		

*American exports to South Africa—Continued.*

Articles.	June 30, 1897, to June 30, 1898.		Increase over year 1892-93.	
	Quantity.	Value.		
		British currency.	United States currency.	
Articles of food—Continued.				
Provisions—Continued.				
*Poultry and game .....		£124	\$603	£124    \$603
*Vegetables, tinned .....		2,081	10,113	1,366    6,639
Salt .....	7	80	146	80    146
Sugar, raw—				
*Glucose .....	409	3,276	15,921	3,132    15,221
Molasses .....	208	8	39	
Sirup .....	250	5	24	
Manufactured—				
Refined .....	126	3,008	14,619	
Confectionery and candy .....		4,021	19,542	3,545    17,229
Vegetables, fresh—				
*Beans and peas .....	25,001	6,101	29,651	6,085    29,578
*Potatoes .....	33	8	39	8    39
Articles of personal use and adornment:				
Apparel, cotton .....		7,741	37,621	6,254    30,394
Apparel, woolen .....		81	394	
Boots and shoes, india rubber and gutta-percha .....	662	72	350	64    81,211
Boots and shoes, leather .....	56,214	16,891	82,090	16,710    88
*Furs and fur skins .....		39	189	17    7,081
Jewelry and manufactures of gold and silver .....		1,496	7,222	1,457    5,000
Perfumery and cosmetics .....		1,880	9,137	1,029    89
Sponges .....	100	8	39	8
Tobacco and manufactures:				
Manufactured—				
Cigars .....	80,000	823	4,000	
Cigarettes .....	54,697,000	35,225	171,194	12,099    58,900
Plug .....	72	6,455	31,371	459    2,231
Unenumerated .....		592		
*Unmanufactured .....	688	30,103	146,300	9,263    45,018
Toys .....		891	1,900	208    1,011
Trunks, valises, and traveling bags .....		2,236	110,867	
Builders' materials:				
Bricks—				
Building .....	173,000	223	1,084	223    1,084
Fire .....		109	530	109    530
Cement and lime .....	60	13	63	
*Doors, sashes, and blinds .....		29,677	146,230	13,320    65,735
Earthenware and stoneware .....		90	437	83    408
Marble and stone, and manufactures .....		1,801	8,753	1,006    4,889
Paints, pigments, and colors .....		342	1,664	139
Paper hangings .....		171	831	162    675
Pipes and fittings .....		34,791	169,054	34,791    707
Plaster .....		119	578	119    169,084
Trimnings, moldings, and other finishings .....		2,578	12,529	
Varnish .....	7,340	1,936	9,409	420    2,041
Drugs, chemicals, dyes, and medicines:				
Ashes, pot and pearl .....	1,800	21	102	21    102
Dyes and dyestuffs .....		23	112	
Medicines, patent .....		18,606	90,425	9,572    46,520
*Roots, herbs, and barks .....		21	102	21    102
All other chemicals, etc .....		24,885	120,941	15,931    77,424
Explosives and war materials:				
Cartridges and other explosives .....		7,151	34,754	3,221    15,654
Firearms .....		1,438	6,964	933    4,534
Furniture and other household requisites:				
Billiard balls .....		115	559	115    559
Blacking, etc .....		925	4,496	599    24,315
Brooms and brushes .....		4,578	22,249	
Candles .....	141	4,902	23,823	4,875    23,693
Carpets .....	700	114	554	114    554
Clocks and watches—				
Clocks and parts .....		5,728	27,833	4,130    20,072
Watches and parts .....		7,678	37,815	7,298    35,468
Coal .....	4,008	1,599	7,771	1,541    7,489
Furniture, not elsewhere specified .....		68,801	333,401	46,441    225,703
Glassware and glass .....		3,589	17,442	2,211    10,745
Household goods, etc., enumerated .....		214	1,040	214    1,040
Matches .....		12	58	
Musical instruments—				
Organs .....	838	7,816	37,986	3,163    15,372
Pianofortes .....	13	416	2,022	164    797
Unenumerated .....		366	1,799	154
*"Notions," American .....		586	743	596    2,606

## American exports to South Africa—Continued.

Articles.	June 30, 1897, to June 30, 1898.		Increase over year 1892-93.		
	Quantity.	Value.		British currency.	United States currency.
		British currency.	United States currency.		
<b>Furniture and other household requisites—C't'd.</b>					
Oilcloth .....		£162	\$787	£162	\$787
Paintings and statuary .....		137	666	137	666
Plated ware .....		8,955	19,221	2,221	10,794
Soap .....		1,881	9,141	1,101	5,851
Starch .....	tons.	213	1,085	180	875
Stove polish .....		61	396	61	396
<b>Hardware:</b>					
Agricultural implements, unenumerated .....		7,654	37,198		
Brass and manufactures .....		1,524	7,407	1,814	6,896
Copper manufactures .....		2,128	10,342	2,128	10,342
Cutlery, table .....		109	530	782	39,000
Cutlery, all other .....		691	3,358		
Furniture, metal .....		46	224	46	224
Lamps, chandeliers, etc. ....		5,699	27,697	4,598	22,822
Locks, hinges, etc. ....		25,208	122,487	10,000	48,600
Nails and spikes .....	tons.	790	31,366	3,304	16,057
Saws .....	number.	8	700	144	700
Saws & .....		623	3,028		
Stove and ranges .....		7,235	35,162	2,558	12,431
Tin ware .....		2,956	14,366	1,847	6,546
Tools, not elsewhere specified & .....		15,607	75,850	15,607	75,850
Wire .....	tons.	2,872	24,871	120,873	10,048
<b>Industrial materials:</b>					
Asbestos and manufactures .....		443	2,158	443	2,153
Bones, hoofs, horns, etc. ....		10	48	10	48
Celluloid manufactures .....		22	107	22	107
Cork .....		21	102	21	102
Emery wheels .....		42	204	42	204
Glue .....	pounds.	1,440	34	165	82
Grease, grease scraps, and all soap stock ..		4,835	23,498	3,520	17,107
Hair, and manufactures of .....					
India-rubber goods, unenumerated ..		16,001	77,765	14,899	29,398
Paraffin and paraffin wax .....	tons.	318	6,048	29,393	4,336
Printing materials—					
Stereotype and electrotype .....		30	146	30	146
Tallow .....	pounds.	350	4	19	
Wax .....	do.	131	7	34	7
<b>Leather and manufactures:</b>					
Hides and skins other than furs .....	do.	1,255	39	189	10
Saddlery and harness .....		2,874	13,968	2,519	12,242
Sole leather .....	tons.	74	7,121	34,608	4,458
Upper .....		2,932	14,249	955	4,641
Unenumerated, manufactured .....		2,662	12,937	2,277	11,066
Unenumerated, unmanufactured .....		791	3,844	423	2,066
<b>Machinery:</b>					
Electrical machinery .....		8,342	40,543	8,342	40,542
Metal-working .....		156	758	156	758
Mowers and reapers and parts .....		18,818	93,455		
Plows and cultivators and parts .....		15,534	75,495		
Printing presses and parts .....		126	612	126	612
Pumps and pumping appliances .....		17,738	86,206	17,738	86,206
Sewing machines and parts .....		2,017	9,303	1,000	4,860
Steam engines, locomotive .....	number.	9	16,139	78,436	16,139
Steam engines, stationary .....	do.	13	1,324	6,335	1,324
Steam boilers and parts of engines .....		3,052	14,833	3,052	14,833
Typewriting machines .....		6,463	31,410	6,463	31,410
All other kinds of machinery, etc. ....		175,511	852,988	105,318	511,815
<b>Metals and minerals, and manufactures:</b>					
Babbitt metal .....		660	3,208	660	3,208
<b>Iron and steel and manufactures—</b>					
Castings, not elsewhere specified .....		3,142	15,270	3,114	15,134
Iron, hoop, band, and scroll .....	tons.	8	45	219	45
Iron, pig .....		50	144	700	144
Iron and steel, structural .....	do.	525	6,288	30,317	6,288
Iron and steel, all other manufactures of ..		81,843	162,327	27,639	134,325
Steel, bars or rails, for railways .....	tons.	3,105	13,141	68,865	13,141
Steel bars or rods, other than wire .....		112	2,008	9,785	2,008
Steel sheets and plates .....	do.	114	600	2,916	600
Lead and manufactures .....			324	1,575	270
<b>Oils, tar, etc.:</b>					
Oil, lard .....	gallons.	92,808	8,951	48,502	
*Oil, mineral, refined, or manufactured .....		7,060,423	156,084	758,568	90,979
Oil, vegetable .....	do.	6,996	574	2,780	168
					816

\* These entries can not be compared, as the figures for "saws" for 1893 include tools and for 1896 exclude them; while the figures for "tools, etc.," for 1896 are exclusive of saws.



*American exports to South Africa—Continued,*

Articles.	June 30, 1897, to June 30, 1898.		Increase over year 1892-93.		
	Quantity.	Value.		British currency.	United States currency.
		British currency.	United States currency.		
Oils, tar, etc.—Continued.					
Rosin.....barrels..	701	£294	\$1,429	£172	\$886
Tar.....do....	75	45	219	32	156
*Turpentine and pitch.....do....	52	20	97	15	78
*Turpentine, spirits of.....gallons..	59,802	4,980	29,960	401	1,949
Scientific instruments and materials:					
Dental goods.....		436	2,119	436	2,119
Photographic materials.....		215	1,045	215	1,045
Scales and balances.....		2,150	10,499	1,080	5,249
Telephone, telegraph, and other electrical instruments and apparatus.....		18,670	90,736	14,979	72,798
Stationery:					
Books, maps, and engravings.....		8,161	39,662	4,947	24,042
Ink.....		178	841	115	569
Paper, printing.....tons..	99	966	4,695	966	4,695
Paper, writing, and envelopes.....		230	1,118	178	865
Paper, all other.....		3,067	14,905	2,381	48,264
Stationery, unenumerated, not paper.....		998	4,826	960	4,617
Steam vessels.....tons..	8	536	2,606	536	2,606
Textile manufactures, etc:					
Cotton—					
Cloth, colored.....yards..	477,503	6,351	30,866	4,458	21,682
Cloth, uncolored.....do....	285,646	6,173	30,001		
Waste cotton.....pounds..	100	2	4	2	4
All other cotton manufactures.....		2,036	9,895		
Fiber, vegetable and textile grasses, manufactures of—					
Bags.....		220	1,069	220	1,069
Cordage.....tons..	118	3,752	18,235	2,159	10,493
Oakum.....		8	39	8	39
Twine.....		1,235	6,002	1,188	5,773
All other manufactures of fibers, etc.....		2,205	10,716	2,090	10,157
Straw and palm leaf manufactures.....		498	2,420	476	2,313
Woolen—					
Blankets and flannels.....		56	272	9	44
Woolen goods, unenumerated.....		286	1,390	284	1,380
Vehicles and vehicular materials:					
Car wheels.....number..	496	557	2,707	557	2,707
Cycles and parts.....		38,245	185,871	38,245	185,871
Railway carriages and parts.....		18,166	88,287	17,456	84,836
Tramway cars and materials.....		5,028	24,836		
Vehicles and parts, unenumerated.....		50,382	244,856	41,880	201,107
Wooden goods, etc.:					
Lumber, and partly manufactured—					
*Boards, deals, and planks.....feet..	15,055,000	65,914	320,342	4,737	23,022
*Joists and scantlings.....do....	727,000	1,435	6,974	1,250	6,075
*Logs and other timber.....		18	87		
*Sawn and hewn timber.....feet..	2,444,000	5,163	25,092		
*Shingles.....number..	1,868,000	747	3,630	543	2,639
*Shooks.....		2,448	11,897	2,008	9,759
*Staves and headings.....number..	298,729	4,967	24,091		
*All other lumber.....		7,253	35,250	205	996
Manufactures—					
Hogsheads and barrels (empty).....		310	1,507	205	996
Wooden ware.....		4,674	22,716	1,666	8,097
All other wooden manufactures.....		27,974	135,964	1,738	8,446
Manufactured articles not elsewhere enumerated.....		14	68		
Total.....		3,051,744	14,881,476	2,303,654	11,195,758

## SOUTH AFRICAN TRADE, FIRST SIX MONTHS OF 1899.

Consul-General Stowe, on August 7, 1899, writes from Cape Town: I submit herewith the imports and exports of South Africa (except Portuguese territory) for the six months ended June 30, 1899.

*Ports of Cape Colony.*

	British currency.	United States currency.
<i>Imports.</i>		
General.....	£7,881,858	\$38,357,761.96
Specie.....	758,175	3,689,658.64
Total.....	8,640,033	42,047,420.60
<i>Exports.</i>		
South African produce.....	13,786,970	67,094,289.51
Non-South African produce.....	181,846	787,223.56
Specie.....	61,474	299,163.22
Total.....	14,010,290	68,181,076.20

Imports for the year ending June 30 show a decrease of £73,520 (\$38,045.08). The trade of June, 1899, shows an increase over June, 1898, of £150,386 (\$74,853.47). Exports for the year ending June 30 show an increase of about £4,000,000 (\$19,466,000), and this increase is principally in raw gold, which shows an increase of £3,959,230 (\$18,780,991), while other products have advanced £62,671 (\$304,988), and diamonds £52,000 (\$253,058). Colonial products have declined 10 per cent. In Cape Colony it is not possible to obtain data as to countries of origin except at the end of each year, but I give the imports and exports by articles for the six months ended June 30.

*Imports, Cape Colony.*

Articles.	Half-year.			
	Quantities.		Declared value.	
	1898.	1899.	1899. British currency.	United States currency.
Agricultural implements .....			£57,184	\$278,286
Ale and beer.....gallons..	468,656	448,006	57,129	278,067
Apparel and slops.....			340,694	1,657,967
Bags (all sorts).....			50,692	246,694
Books (printed).....			70,617	352,322
Butter, including margarine, etc.....pounds..	1,878,577	1,774,406	66,686	324,284
Candles.....do.....	1,830,281	1,799,099	24,548	119,468
Carriages, carts, and other wheeled vehicles.....			79,176	385,797
Cement.....pounds..	39,886,633	31,887,441	28,792	140,116
Cheese.....do.....	1,257,756	1,222,351	32,837	159,801
Chicory.....do.....	774,687	442,074	3,699	18,001
Coals, coke, and patent fuel.....tons of 2,000 pounds..	135,432	141,101	123,610	601,548
Coffee.....pounds..	8,784,460	4,708,665	67,343	327,725
Confectionery and cocoa and chocolate.....do.....	1,811,721	1,409,713	42,208	206,381
Corn, grain, and meal:				
Flour.....do.....	4,896,156	8,483,654	31,954	155,504
Maize.....do.....	8,838,516	17,946,060	29,384	142,997
Oats.....do.....	410,705	580,380	1,816	8,838
Wheat.....do.....	100,459,117	89,856,580	250,633	1,219,705
Cotton manufactures.....			502,191	2,443,913
Drugs and chemicals.....			146,548	713,176
Dynamite and blasting compounds, etc.....pounds..	1,216,930	1,562,760	50,701	246,736
Earthenware and crockery .....			42,223	205,478

*Imports, Cape Colony—Continued.*

Articles.	Half-year.			
	Quantities.		Declared value.	
	1898.	1899.	1899.	
			British currency.	United States currency.
Furniture and cabinet ware .....			£148,696	\$723,629
Gunpowder, including powder contained in cartridges.....pounds..	52,055	49,759	5,243	25,515
Guns and gun barrels.....barrels..	5,238	3,654	11,925	58,033
Haberdashery and millinery.....			544,820	2,651,867
Hard ware, cutlery, and ironmongery.....			431,856	2,099,194
Hats (all sorts).....			42,542	207,080
Iron:				
Bar, bolt, rod, and sheet.....			14,622	71,157
Corrugated and galvanized.....			89,916	437,576
Jewelry and plated ware, including clocks and watches.....			46,288	225,260
Lead—bar, pipe, sheet, and shot.....			8,407	40,912
Leather and leather manufactures, including boots and shoes.....			265,242	1,310,800
Linen manufactures.....			24,605	119,740
Machinery (all kinds).....			600,572	2,922,683
Meats salt and preserved.....pounds..	3,486,153	3,312,809	95,161	463,101
Oil, mineral.....gallons..	1,058,000	1,731,968	49,614	241,447
Paints and colors, including turpentine and varnish.....			36,979	179,958
Pipes, iron and earthen.....			108,634	528,667
Provisions, oilman stores, etc.....			271,081	1,319,215
Rice.....pounds..	11,494,446	12,737,133	59,092	243,778
Saddlery and harness.....			29,494	143,533
Soap, common, brown, etc.....pounds..	7,326,623	7,579,263	63,795	543,856
Spirits (all sorts).....gallons..	169,005	222,200	111,755	589,615
Stationery, including printing paper.....			121,158	599,699
Sugar:				
Not refined.....pounds..	30,488,631	39,307,524	244,467	1,189,699
Refined or candy.....do..	4,874,026	2,314,830	14,982	72,909
Tea.....do..	738,007	613,502	28,003	136,278
Tobacco:				
Unmanufactured.....do....	51,273	64,098	3,348	16,269
Manufactured.....do....	82,629	124,104	39,206	190,835
All other kinds.....do....	247,581	299,828	53,232	259,063
Wine.....gallons..	37,112	36,317	80,485	148,355
Wood:				
Unmanufactured.....cubic feet..	1,368,221	1,857,665	91,133	443,499
Planed or grooved.....do....	638,753	977,493	70,707	344,096
Manufactured (other than furniture).....do....			61,322	298,423
Woolen manufactures.....			170,512	829,797
Total value of principal and other articles of merchandise.....			7,333,337	35,687,689
Value of colonial government articles.....			548,521	2,669,377
Total.....			7,881,858	38,357,066
Specie.....			758,175	3,689,659
Grand total, imports.....			8,640,033	42,046,710

*Exports, Natal.*

	British currency.	United States currency.
South Africa produce.....	£726,277	\$3,534,427.02
Non-South African produce.....	1,340,155	6,521,864.31
Specie.....	20,640	100,444.56
Total.....	2,087,072	10,156,735.89

The imports from the United States for the six months ended June 30, 1898, through the ports of Natal were: £302,709 (\$1,473,233.35). Imports from the United Kingdom increased during same time £135,005 (\$657,002).

*Imports, Natal, six months ended June 30, 1899.*

Countries from which goods have been imported.	Declared value of goods imported.	
	British currency.	United States currency.
Europe:		
United Kingdom .....	£1,818,878	\$5,849,187
British colonies:		
Asia—		
Aden .....	208	526
Bombay .....	8,509	17,077
Calcutta .....	91,845	444,580
Ceylon .....	2,106	10,249
Hongkong .....	133	647
Madras .....	388	1,888
Africa—		
Cape Colony .....	56,086	272,699
Mauritius .....	968	4,711
Australia—		
New South Wales .....	26,348	128,223
Queensland .....	276	1,343
South Australia .....	12,566	61,152
West Australia .....	22,486	109,429
Victoria .....	50,100	243,812
Tasmania .....	388	1,864
New Zealand .....	158	745
Foreign countries:		
Europe—		
Austria .....	4,521	22,135
Belgium .....	44,567	216,837
France .....	4,272	20,990
Germany .....	116,251	565,735
Holland .....	28,808	115,837
Italy .....	2,837	13,806
Portugal .....	1,177	5,728
Sweden and Norway .....	88,424	186,990
Switzerland .....	515	2,509
Asia—		
Japan .....	877	1,885
Java .....	5,222	25,412
Africa—		
Beira .....	554	2,696
Chinde .....	77	375
Delagoa Bay .....	1,375	6,691
Egypt .....	511	2,487
Inhambane .....	618	8,007
Madeira .....	255	1,241
Mozambique .....	58	268
Zanzibar .....	18	68
North America—		
United States .....	816,061	1,588,110
South America—		
Argentine Republic .....	47,897	233,091
Brazil .....	8,320	40,489
Total sea-borne .....	2,708,073	13,154,505
Foreign goods imported overland from South African Republic .....	3,648	17,753
	2,706,721	13,172,258

Under date of August 8, 1899, Mr. Stowe adds:

Natal is becoming a fruit-growing country as well as a grower of tea and sugar cane. The exports over sea in the six months ended June 30, 1899, were valued at £2,937 (\$14,291.91), against £2,608 (\$12,691.33) in the corresponding period of 1898. The large exports to the other colonies and States of South Africa are not given. Despite the depression of trade, owing to the political crisis in the Transvaal, the imports of Natal show an increase for the half year of £267,327 (\$1,300,946.05), while the customs duties collected were about \$50,000 less for the half year, although about a quarter of a million pounds sterling more goods under a higher tariff were imported. The explanation is that the imports of many classes of goods subject to the lighter duties have gained. The transit trade with the Transvaal was valued at £833,399 (\$4,055,736), as compared with £334,119 (\$1,625,990) for the corresponding six months of 1898.

Increases and decreases are noted for the half year as follows:

Articles.	1899.	1898.
<i>Increase.</i>		
Agricultural implements .....	\$89,928.05	\$32,502.25
Candles .....	86,887.83	42,294.75
Corn .....	368,413.02	46,019.82
Haberdashery .....	1,102,023.96	958,804.80
Meat, frozen .....	95,724.05	40,849.40
Meat and fish, preserved .....	250,789.81	198,679.86
<i>Decrease.</i>		
Flour .....	360,746.65	501,526.89
Timber .....	144,109.08	220,989.10
Boards and planks .....	125,443.77	180,425.49

Out of the importations noted in my report of August 7, valued at £2,706,721 (\$13,166,258), £1,029,920 (\$5,012,105) was sent out of the colony, leaving the balance for home consumption. Of the total importations, over £2,000,000 (\$9,733,000) comes from the United Kingdom.

### SECOND SUPPLEMENTARY REPORT.

The following are the imports and exports of Cape Colony for the seven months ended July 31—

	1898.	1899.
Imports .....	\$45,264,708.82	\$44,801,115.80
Exports .....	67,282,944.24	77,494,146.00

Of the imports, \$1,702,963.54 were shipped to other states and territories in South Africa. Of the exports in 1899, \$66,762,662.54 were gold and diamonds.

The amount of certain products imported into Natal from adjoining territories in Africa for the seven months ended July 31, 1899 (presumably for export by sea), was as follows:

	Pounds.		Pounds.
Wool .....	9,843,788	Skins .....	127,549
Mohair .....	113,934	Grain .....	631,848
Horns .....	15,537	Forage .....	479,680
Hides .....	128,379		

### Production of wine and spirits in Cape Colony.

	1896.	1897.	1898.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Wine .....	4,404,615	4,373,245	4,823,678
Brandy .....	1,140,553	1,399,603	1,865,810
Spirits .....	389,954	373,986	372,374

### Wholesale market prices, July 31, in Cape Colony.

Wheat .....	100 pounds..	\$2.43	Tobacco .....	pounds..	.24
Wheat flour .....	do...	3.28	Beef .....	do...	.16
Corn .....	do...	2.43	Mutton .....	do...	.17
Corn meal .....	do...	2.19	Butter, fresh .....	do...	.42
Barley .....	do...	2.43	Eggs .....	dozen..	.23
Oats .....	do...	2.19	Cattle, slaughter .....	each..	68.13
Potatoes .....	do...	2.92	Sheep .....	do...	6.08

*Crops raised in Natal in 1898.*

Articles.	Whites.	Natives.	Indians.
Aloe fiber .....	5		
Hay .....	4,466		
Arrowroot .....	65		
Bananas .....	1,158		
Barley .....	8,588		
Beans .....	6,278		43,509
Buckwheat .....	1,298		
Coffee .....	1	27	
Corn .....	621,061	1,492,491	230,058
Corn, kafir .....	82,746	1,012,778	531
Oats .....	31,148		
Onions .....	4,176		
Peas .....	1,883		
Potatoes .....	180,084	8,586	14,154
Pumpkins .....	2,109	82,464	406
Sugar .....	561,683	84,000	2,042
Rum .....	97,852		
Sweet potatoes .....	78,654	596,506	17,070
Tea .....	1,087,689		
Tobacco .....	87,011	117,239	254,126
Turnips .....	2,682		
Wheat .....	6,096		
Orchards, value .....	29,982	14,907.40	

At the close of 1898 the following crops (in acres) were standing:

Articles.	Whites.	Natives.	Indians.
Aloes .....	500		
Arrowroot .....	12		
Bananas .....	1,297		
Barley .....	76		
Beans .....	774		3,884
Buckwheat .....	116		
Coffee .....	400	75	
Corn .....	72,526	118,104	14,881
Corn, kafir .....	3,637	89,579	261
Mangel-wurzel .....	79		
Millet .....	72		
Oats .....	3,666		
Onions .....	47		
Orchards .....	2,738		
Peas .....	190		
Potatoes .....	4,491	492	791
Pumpkins .....	223	11,096	289
Sugar cane .....	380,384	338	506
Sweet potatoes .....	1,870	19,897	860
Tea .....	2,823		
Tobacco .....	310	771	1,423
Turnips .....	175		
Vegetables .....	975		1,710
Wattle bark .....	21,883		
Wheat .....	236		

*Stock in Natal December 31, 1898.*

	Indians.	Natives.	Whites.
Horses .....	598	19,787	32,771
Cattle .....	1,121	75,846	152,688
Sheep .....	7	22,878	543,619
Goats .....	2,352	284,846	98,510
Figs .....	1,124	20,499	15,061
Mules .....			2,800
Donkeys .....			1,860
Ostriches .....			720

*Average values, 1898.*

Horses, saddle.....	\$85. 00	Wool, washed, per pound .....	\$0. 18
Horses, draft .....	103. 00	Wool, undressed, per pound .....	. 14
Cattle, horned.....	50. 28	Butter, per pound .....	. 38
Mules .....	75. 43	Hides, per pound .....	. 17
Oxen, draft .....	55. 83	Bacon, per pound .....	. 20
Oxen, slaughter .....	88. 13	Cheese, per pound .....	. 30
Cows, milch.....	63. 29	Goatskins, each.....	. 22
Sheep, woolled.....	4. 00	Sheepskins, each .....	. 17
Sheep, other .....	3. 28		

*Annual products, 1898.*

	Pounds.		Pounds.
Wool .....	1, 747, 159	Cheese .....	526
Butter .....	462, 880	Bacon .....	196, 315

*Crops and stock produced in Zululand in 1898.*

	Acres.	Quantity.
Corn .....	43, 272	510, 740 bushels.
Corn, kafir.....	46, 755	470, 556 bushels.
Millet .....	3, 912	20, 904 bushels.
Pumpkins .....	3, 011	9, 361 tons.
Sweet potatoes.....	8, 340	16, 125 tons.
Beans .....	982	6, 252 bushels.
Bananas .....	25	50 tons.
Arrowroot .....	150	14, 000 pounds.
Oats.....	60	60 bushels.

*Stock on hand December 31, 1898.*

Horses .....	4, 824	Sheep .....	32, 525
Cattle .....	46, 235	Goats.....	66, 682

J. G. STOWE, *Consul-General.*CAPE TOWN, *August 24, 1899.*

## TRADE OF CAPE COLONY IN 1899.

Figures for the nine months ended September 30, 1899, are given below. The shipping returns were:

	1899.	1898.
Total ships entered .....	1, 730	1, 713
Total tonnage (registered).....	5, 254, 390	4, 885, 501

Of the above, 184 were British and 61 foreign.

The articles imported in which an increase is shown over the same period of 1898 are:

Agricultural implements .....	dollars..	97, 356. 17
Bags (all sorts) .....	do.....	222, 378. 81
Books, printed .....	do.....	112, 750. 24
Candles.....	pounds..	171, 563
Coal.....	tons.....	3, 729
Corn and grain:		
Flour .....	pounds..	4, 105, 848
Corn .....	do.....	24, 510, 965
Linen, manufactured .....	dollars..	25, 031. 80
Machinery (all kinds) .....	do.....	481, 496. 90
Oil, mineral .....	gallons..	535, 548
Paints and colors .....	dollars..	22, 241. 29

Pipes, iron and earthen.....	dollars..	291, 498. 72
Soap.....	pounds..	199, 017
Spirits.....	gallons..	91, 116
Sugar, not refined.....	pounds..	5, 147, 111
Tobacco:		
Cigars.....	do.....	42, 289
All kinds.....	do.....	51, 052
Wood:		
Unmanufactured.....	cubic feet..	663, 186
Planed or grooved.....	do.....	375, 827

The principal increase is noted in flour and corn, mineral oil, and wood. These come principally from the United States.

Of the total imports, \$12,273,476.27 worth was entered for removal to the South African Republic, and \$1,980,590.04 to Rhodesia, etc.

The total imports for the period were:

	1899.	1898.
Colonial products.....	\$15, 886, 983. 99	\$15, 352, 825. 97
Diamonds.....	18, 588, 861. 15	17, 098, 067. 16
Gold (raw).....	67, 219, 894. 15	56, 097, 524. 20
Total.....	101, 594, 689. 29	87, 543, 417. 35
Goods reexported.....	1, 242, 817. 52	1, 112, 668. 38
Specie.....	858, 971. 08	1, 927, 273. 28
Total.....	1, 596, 288. 60	8, 039, 941. 66
Custom duties.....	6, 262, 016. 45	6, 794, 531. 47

Since writing the above, the returns for the ten months ended October 31, 1899, have been issued for Cape Colony, as follows:

	1899.	1898.
<i>Imports.</i>		
Merchandise.....	\$68, 174, 088. 17	\$67, 262, 092. 66
Specie.....	17, 622, 460. 51	297, 352. 46
<i>Exports.</i>		
Colonial products.....	18, 168, 830. 42	16, 554, 196. 53
Diamonds.....	18, 588, 861. 15	19, 166, 274. 60
Gold (raw).....	67, 282, 376. 21	61, 706, 863. 09
Total.....	108, 989, 567. 78	97, 427, 334. 22

The trade returns for the month of October give full evidence of the effect of war upon the trade of this country. Rebate trade with the Transvaal and Free State has disappeared entirely; it amounted to \$1,329,510 in October last year. Apart from specie, there was a falling off in imports for consumption in the colony of \$1,368,470. The total exports show an enormous falling off, due to the fact that not a single diamond went out of the country last month, while the gold export stood at the ridiculous figure of \$63,982.06, as against \$6,589,110 in October last year. The colonial products exported show a satisfactory total, \$2,361,896.43, as compared with \$1,201,516.66 last year, a fact which makes it abundantly clear that but for the war the colony would be in a condition of prosperity. It shows further that when the military operations are a thing of the past, the country will progress by leaps and bounds.

J. G. STOWE, *Consul-General.*

CAPE TOWN, *November 13, 1899.*



## TRADE OF NATAL IN 1899.

For the nine months ended September 30, 1899, the imports were valued at \$19,534,914.12, against \$18,755,027.45 in 1898. Of this total, \$5,458,057.37 worth was sent to the South African Republic, and \$534,001.70 to the Orange Free State.

The total imports for the period, by countries of origin, were:

Countries.	1899.	1898.
United Kingdom .....	\$18, 073, 349. 42	\$18, 051, 229. 88
European countries .....	1, 681, 299. 03	1, 522, 912. 31
United States .....	2, 527, 594. 35	1, 326, 515. 88
Australia .....	959, 390. 00	844, 841. 57
India .....	803, 166. 92	759, 335. 27
Cape Colony .....	414, 393. 17	318, 132. 75
Mauritius .....	6, 930. 01	30, 174. 52
Other countries .....	143, 733. 18	130, 144. 79

The articles imported in the period named, in which an increase is noted, were:

Drugs and chemicals, dollars .....	12, 113. 34	Oil:	
Bags, all kinds .....	35, 589. 96	Paraffin .....	gallons.. 441, 440
Butter .....	149, 371	Linseed .....	do..... 17, 505
Candles .....	451, 269	Lard .....	do..... 10, 594
Carriages .....	35, 589. 96	Painters' colors .....	dollars.. 21, 869. 52
Cement .....	16, 471	Paper for newspaper .....	do..... 47, 613. 99
Clocks and watches .....	6, 903. 39	Perfumery .....	do..... 20, 653. 67
Cordage .....	2, 271	Plate, jewelry, and ware, dollars .....	2, 926. 77
Corks .....	8, 453	Provisions:	
Corn and grain:		Fish, salt .....	pounds.. 36, 354
Barley .....	pounds.. 227, 700	Jams .....	do..... 113, 131
Beans and peas .....	213, 888	Hams and bacon .....	do..... 155, 536
Corn .....	48, 868, 121	Meats and fish, tinned, pounds .....	1, 490, 657
Corn meal .....	823, 730	Quicksilver .....	pounds.. 2, 439
Oats .....	974, 015	Railway material .....	dollars.. 86, 801. 15
Wheat bran .....	255, 872	Rice .....	cwt..... 24, 750
Cotton blankets .....	pairs.. 198, 844	Seeds, garden .....	dollars.. 41, 336. 56
Hosiery .....	dollars.. 9, 486. 76	Silks .....	do..... 1, 046. 06
Hops .....	cwt..... 1, 168	Stationary, books, music, printed .....	dollars.. 34, 536. 39
Iron:		Steel .....	do..... 45, 704. 95
Bar .....	tons.. 946	Sugar, unrefined .....	pounds.. 70, 236
Sheet .....	do..... 632	Tallow .....	dollars.. 6, 535. 54
Piping .....	dollars.. 107, 398. 11	Tea .....	pounds.. 54, 899
Wire for fencing .....	do..... 158, 236. 04	Telegraph material .....	dollars.. 15, 296. 67
Lard .....	pounds.. 48, 437	Toys and fancy ware .....	do..... 35, 891. 90
Lead, sheet .....	cwt..... 3, 160	Wine, in bottles .....	gallons.. 6, 990
Leather, manufactured, dollars .....	141, 765. 70	Wood and timber, unmanufactured .....	cubic feet.. 553, 349
Machinery, all kinds, dollars .....	285, 722. 90	Zinc .....	cwt..... 1, 078
Meats, frozen:			
Beef .....	pounds.. 886, 862		
Mutton .....	do..... 343, 755		
Game and poultry, pounds .....	21, 850		

Total exports were: 1899, \$13,174,655.16; 1898, \$6,718,783.49.

The increase is made up in part by \$3,726,080.83, exported to the Orange Free State and South African Republic, and consisting of war material, food stuffs, etc.

J. G. STOWE, *Consul-General.*

CAPE TOWN, *November 2, 1899.*

## EGYPT.

No report having been received from the United States consul-general at Cairo, the following extracts are made from the report by the British agent and consul-general, Lord Cromer, on the finances, administration, and condition of Egypt and the Sudan in 1898.

## COMMERCE.

The value of the imports in 1898 was £10,493,000 (\$51,865,900), as compared with £10,082,000 (\$49,875,800) in 1897. There was a large increase in the importation of wood for building purposes, from which it would appear that the building trade continues to prosper.

Certain articles of Egyptian manufacture are now competing with foreign products. Thus in 1898 there was a decrease in the imports of butter, soap, refined sugar, and alcohol. The most noticeable decrease was in coffee, but this does not appear to be due to a diminution in the demand, but rather to excessive importation during the two preceding years. Low-priced Santos coffee is gradually supplanting Arabian coffee in the Egyptian market.

The value of the exports in 1898 was £11,805,000 (\$58,356,100), as compared with £2,321,000 (\$60,902,700) in 1897. The decrease was almost wholly due to the fall in the price of cotton. The quantity of cotton exported in 1898 was 270,000 cantars greater than in the previous year, but this was accompanied by a diminution in the value to the extent of £484,000 (\$2,293,500). Sugar fell off, and there was also a decrease in the exports of rice, beans, wool, molasses and hides. On the other hand, onions, wheat, flour, and henna showed a fair increase. The cigarette export trade continues to flourish. Last year, about 200,000,000 cigarettes were exported from Cairo alone.

## FINANCES.

The revenue for 1898 was £11,348,000 (\$56,095,000), and the expenditure £10,122,000 (\$50,033,000). There was paid to general reserve fund £742,000 (\$3,397,000), leaving a surplus of £484,000 (\$2,392,800). A programme of expenditures on public work has been made out for the five years from 1899 to 1903, inclusive. It is as follows:

	British currency.	United States currency.
Irrigation .....	£1,100,000	\$5,437,300
Drainage .....	798,000	3,673,500
Railways (rolling stock, renewal of permanent way and improvement of port of Alexandria) .....	1,330,000	6,574,200
Miscellaneous (schools, prisons, etc) .....	272,000	1,317,500
Total .....	3,500,000	17,900,500

The accumulated economies resulting from the partial conversion of the debt in 1890 amounted on December 31, 1898, to £3,218,000 (\$15,906,600).

Since 1890, remission of taxation to the following extent has taken place:

	British currency.	United States currency.
Corvée .....	£400,000	\$1,977,200
Land tax .....	a 574,000	2,810,300
Professional tax .....	180,000	890,000
Sheep and goat tax .....	40,000	197,700
Weighing tax .....	28,000	138,400
Sundry small taxes .....	53,000	262,000
Total .....	1,375,000	6,769,600

a In addition to this, arrears to the extent of about £1,000,000 have been remitted.

In addition to this, the salt tax has been reduced by 40 per cent; the postal and telegraph rates have been reduced by 50 per cent; large reductions have been made in the railway rates. The only increase of taxation has been in the tobacco duty. The house tax has also been imposed on European residents in Egypt.

It would be difficult to exaggerate the ruin which would have overtaken, not only the population of Egypt, but all who are interested in Egyptian affairs, if the régime of the prereforming days had been allowed to continue in existence but a few years longer. It so happened that the maladministration of the past reached its zenith shortly before a great fall took place in the price of all agricultural produce. Improvements in the system of irrigation, by which the increased quantity produced has, in some degree, mitigated the effects of the fall in prices; the appreciable fiscal relief, of which the details are given above, and, generally, the substitution of a civilized in place of an oppressive and semibarbarous administrative policy, have conjointly enabled Egypt to bear the strain. I have no hesitation in saying that but for these changes the Egyptian treasury would before now have been hopelessly insolvent, and that the condition of the people would have been in all respects deplorable. It is as well to call attention to this point, for it is natural that as time passes by not only should the recollection of the old régime fade away, but that even well-informed Egyptians should fail to recognize fully that but for the reforms of recent years the sufferings of the people in the present would assuredly have been far greater than anything which they experienced in the past. A government conducted on principles such as those which prevailed when I first became acquainted with Egyptian affairs, some twenty-two years ago, would, apart from other defects, have been wholly incapable of coping with the economic crisis produced by the fall of prices during the last few years.

In spite, however, of the relatively high degree of prosperity which Egypt has attained, I am very far from saying that the fiscal system is perfect. Such is by no means the case. Much remains to be done. Mr. Gorst very truly remarks in his note on the estimates for the current year that taxation is still heavy, even if the burden be less felt now than in the past. I hope and believe that, by prudently and gradually developing the resources of the country, and by the maintenance of constant watchfulness to prevent waste in State expenditure, it will be eventually possible to adopt measures with a view to a further relief of fiscal burdens.

For some years after the occupation of Egypt, but little British capital came into the country. This was in some measure due to want of confidence in the political future. In the meanwhile foreign capitalists sought with some eagerness for Egyptian investments, and often with success.

A sudden and complete change has now taken place. A very marked disposition has recently been shown to direct the tide of British capital toward Egypt. Simultaneously with this influx, a somewhat remarkable change has taken place in native public opinion. Heretofore native capitalists have, with some rare exceptions, invested their money almost exclusively in lands. Recently, however, a strong disposition has been shown to seek for investments in industrial and commercial undertakings.

#### RAILWAYS.

During 1898, the length of the lines has increased from 2,157 kilometers (1,340 miles), to 2,292 kilometers (1,424 miles). The line from Mag-Hamadi to Kehen (34 miles) was completed and opened to traffic. The Kenh-Assouan line was also finished. The line between Sherbine and Kahr-Sheikh was finished, at the end of the year, except for 3 kilometers and two small bridges. Although the normal receipts in 1898 were no higher than those of 1897, the railway revenue tends steadily upward. In fifteen years there has been an increase of 84 per cent, due mainly to the growing prosperity of the country, and also in part to the individual efforts of those concerned in the management of the railways.

One hundred and fifty-three miles of agricultural railways were opened for traffic in 1898, making a total of 207 miles. Fifty additional miles will very shortly be opened.

#### NILE RESERVOIR.

On this important subject, Sir William Garstin writes as follows :

"A commencement was made with the reservoir works, both at Assouan and Assiout, during the summer of 1898.

"The dam which is to form the reservoir will be built at the first cataract, a few miles south of Assouan. It is designed to hold up water to a level of 106 meters (347.7 feet) above mean sea level, or rather more than 20 meters (65.6 feet) above the low-water level of the Nile at site. Its total length will be 2,156 yards, with a width at crest of 26.4 feet. The width at base at the deepest portion will be 82.5 feet and the height of the work at the deepest spot 92.4 feet. The dam will be pierced by 180 openings, or under sluices (140 of which are 23.1 feet by 6.6 feet and 40 are 18.2 feet by 6.6 feet), provided with gates. These sluices will pass the flood and

surplus water through the dam and by them the reservoir will be emptied when water is required for irrigation in middle and lower Egypt. Three locks will then be built and a navigation channel made on the west of the river to enable boats to pass up and down.

"The dam at Assiout will be what is called an open barrage, and will be similar in construction to the existing barrages on the Rosetta and Damietta branches. The new work will consist of 111 bays or openings, each 16.5 feet wide, and each bay will be provided with regulating gates. The total length of the work will be 903 yards. A lock 53 feet in width will be constructed on the west bank, large enough to pass the largest tourist boat plying on the river. By regulating on this barrage, water will be supplied in spring and summer to the Ibrahimieh Canal, which irrigates middle Egypt.

"At the end of December 2,900 men were employed on the work, of whom 271 were Europeans, chiefly Italian stonecutters. Owing to the large quantity of rock excavation necessitated in order to reach a good foundation, it was not found possible to commence the masonry during 1898."

#### EDUCATION.

The total number of pupils in attendance on December 31, 1898, at schools of all grades under the direction of the department of public instruction, was 7,735.<sup>1</sup> One of the surest tests of the popularity of education in this country is to inquire how far parents are prepared to pay for the tuition of their children. The statistics on this subject are somewhat remarkable. The receipts from school fees have for many years past been steadily rising. The proportion of paying pupils has risen from 5 per cent in 1879 to 86 per cent in 1898.

The steady labors of the officers of the education department are at length beginning to yield solid results. The success of the technical schools, the reorganization of the school of medicine, and the encouraging commencements which have been made in the direction both of female education and of raising the general intellectual standard in the country by improving the village schools are all satisfactory features in the present educational outlook. But the point which perhaps more than any other deserves notice is that evidence is forthcoming of the capability of the Egyptian schools and colleges to turn out a number of young men who will be able to take a useful and honorable, albeit sometimes humble, part in the administration of their own country. It would be unduly optimistic to suppose that for many years to come the educational system can attain any higher ideal than this.

There are at present 11,870 officials in the Egyptian civil service, namely, 10,600 Egyptians, 455 British, 285 Italians, and 263 French.

The number of Europeans is only 28 more than sixteen years ago. Their functions, on the other hand, have undergone a considerable change. Though there may have been some decrease in the number of Europeans in subordinate places under the government, the number of superior European officials has increased. Ninety-four Europeans (48 British) are employed in the department of public instruction; 37 (15 British) in the department of finance; 102 (62 British) in the interior department; 72 (28 British) in the public works department; 14 Europeans (12 British) in native tribunals. With the exception of the officials belonging to the department of public instruction, only 282 Europeans (130 British) receive more than £30 (\$146) a month.

Without going into any elaborate analysis of the figures, I may say that the rehabilitation of Egypt, in so far as it has been due to British influence since the occupation, has been carried out by a body of officials who certainly do not exceed 100 in number, and might possibly, if the figures were rigorously examined, be stated somewhat lower. I should add that those 100 have been selected with the greatest care.

#### SUDAN.

Almost immediately after the battle of Omdurman a sum of £300,000 (\$1,459,950) was granted, in order to enable the railway to be continued from the Atbara to opposite Khartoum. The distance is 187 miles. On February 13 about 20 miles of bank had been made and some 15 miles of rails laid. Progress has been delayed by the necessity of making a somewhat extensive cutting and erecting a long stretch of stone bank at a spot about 40 miles south of the Atbara.

The substructure of the permanent bridge and the manufacture and placing in position of the cylinders is in the hands of an Italian contractor. It is anticipated that this work will be completed before the superstructure can reach the Atbara.

<sup>1</sup> Exclusive of the pupils at the vernacular schools. Digitized by Google

In giving the order for this bridge the time of delivery was even a more important consideration than price. An English firm offered to deliver the work in six and one-half months, at a cost of £10,490 (\$51,050). The price tendered by an American firm was £6,500 (\$31,632) for delivery in forty-two days. The American offer was therefore accepted. These facts may admit of some explanation, but would appear, however, to merit the attention of bridge builders in Great Britain. The officer who managed this business writes: "In my opinion, the American firms gain time in keeping to fixed standards, either in locomotives or in bridges; consequently, having all their patterns, drawings, etc., always at hand, they are able to begin work at once. In England everyone seems to have special designs, which take time in working out, and in most cases they have to send out for rolling, etc., whereas these large American firms are independent of everyone, and the rolling mills, as well as other machinery, are in their own hands."

It can not be doubted that railways constitute, perhaps, the greatest want of the Sudan. Nevertheless, in this as in other matters, it is desirable to proceed with deliberation.

The first question to decide is what direction the railway should take, and which among various projects which may be supported by more or less valid arguments calls most urgently for prompt exertion.

There is water communication, which is free at all seasons of the year, between Khartoum and Fashoda. A railway connecting these two points would necessarily compete with river transport. The construction of this line is not, therefore, a matter of urgency.

It is not only probable, but almost certain, that sooner or later railway communication will be established between the Nile Valley and the coast of the Red Sea. At first sight the most obvious course to pursue would seem to be to connect Suakin and Berber. The construction of this line has, in fact, often been suggested. So long as the dervishes remained in the possession of Berber it was clear that any discussion on this subject was premature. This obstacle is now removed. The question may therefore be considered on its own merits.

The line from Suakin to Berber has never yet been properly surveyed; neither has any trustworthy estimate been made of its cost. It is certain that throughout its course it will pass through nothing but a long tract of almost waterless desert. The most competent authorities on this question are of opinion that connection with the Red Sea, via Abu Haraz, Gedarif, and Kassala, to some spot on the coast, although relatively circuitous, is to be preferred to the direct route from Suakin to Berber. The establishment of connection with the Red Sea, although obviously desirable, is not of such immediate importance as the execution of an alternative project.

It would appear to be desirable, as soon as the railway reaches Khartoum, to make arrangements for its extension to Abu Haraz, with a view ultimately to reaching Gedarif. The distance is 122 miles, or following the windings of the river, about 143 miles. The line has not yet been surveyed, but it is believed that no great engineering difficulties will have to be encountered.

It is hoped that the railway to Khartoum will be finished by the end of 1899, and that it will be possible to arrange for the extension to Abu Haraz in 1900.

The Sudan telegraph system south of Khartoum will be extended up the east bank of the Blue Nile to Abu Haraz. Thence a branch line will be carried to Gedarif, which will be connected with Kassala.

A second line will run from Abu Haraz to Sennaar, the Blue Nile being crossed by means of a cable. From Sennaar the line will run to Abba Island, on the White Nile, and thence up the river to Fashoda and the Sobat.

These extensions will require about 1,000 miles of wire. The greater portion of the wire has been already sent to the Sudan. Work is proceeding on the Kassala-Gedarif section.

An arrangement has been made as to the rates to be charged on through telegrams passing over the Sudanese and Egyptian lines in the event of telegraphic communication being established with South Africa.

#### SUPPRESSION OF SLAVERY.

With the reconquest of the Sudan, a new chapter in the history of antislavery operations begins. It has at last been found possible to strike a decisive blow at the main prop which holds up the institution of slavery. So long as slave raiders were free to roam about those provinces in Central Africa from which the slaves have heretofore been principally drawn, it was hopeless to expect that the supply could altogether be cut off. These provinces have now fallen under the influence of a

European power, and, moreover, of that power which more than any other has been distinguished for the zeal and interest which it has displayed in the antislavery cause. It would be difficult to exaggerate the importance of this achievement in connection with the effect which must ultimately be produced on slavery as an institution. What has heretofore been the chief recruiting ground for slaves is now closed to the slave raider.

Vice Consul-General Hunter sends from Cairo, September 9, 1899, the following data in regard to Suez Canal traffic in the first six months of 1899:

Nationality.	Number of ships.	Tonnage.	Net.	Traffic receipts.	
				<i>France.</i>	
British.....	1,119	3,499,701	352	31,396,753	\$6,059,573
French.....	106	283,801	253	2,832,567	546,685
Dutch.....	104	200,617	212	1,987,844	383,654
German.....	180	492,062	306	4,276,401	825,345
Italian.....	29	64,800	420	616,912	119,064
Ottoman.....	14	20,617	384	268,847	51,887
Austrian.....	50	119,730	431	1,158,448	223,880
Norwegian.....	38	76,074	249	674,496	130,178
Japanese.....	28	108,232	362	1,094,403	211,220
American.....	15	35,562	277	371,388	71,678
Spanish.....	23	69,762	219	778,667	150,283
Danish.....	10	25,014	833	204,540	39,476
Russian.....	24	72,996	267	802,478	154,378
Swedish.....	2	591	97	5,368	1,036
Greek.....	3	6,127	137	55,180	10,150
Egyptian.....	2	1,920	67	27,373	5,243
Portuguese.....	1	229	55	2,061	398
Belgian.....	5	12,409	215	99,735	19,249
Siamese.....	1	538	11	4,878	941
Chinese.....	1	1,443	69	12,993	2,508
Total.....	1,765	5,107,992	42	48,827,178	9,423,645

## LIBERIA.

I regret exceedingly to be forced to admit the fact that the chances for obtaining accurate, reliable, and trustworthy statistics of this country diminish annually. The African Steamship and the British and African Navigation companies, of Liverpool, have recently so changed their schedules as to send only one steamer in every three weeks, instead of fortnightly, as heretofore. Yet this is no proof that African trade with European markets is growing less. The Waerman Steamship Company, of Hamburg, has put more and better steamers on the line, one arriving per week. This tendency to divert the coast trade from English to German markets can be easily accounted for, when it is known that many strong Hamburg firms have large and prosperous branch houses in the principal ports of Liberia, buying and shipping the raw African products to Germany.

While the earth has most abundantly responded to the laborers' toil, the market value of native products has hardly justified their cultivation. Coffee, piassava, palm oil and kernels, the chief export articles of the Liberian farmer, have ceased to be produced at a profit. Of late, however, in spite of the fact that the markets have been dull, money scarce, and the necessities of life expensive, there has been a gradual tendency to improvement in the condition of affairs. Rice, sugar cane, and Indian corn, which grow to perfection in this country, and at little expense, are but scantily cultivated, for want of the necessary machinery and mills. The country is rich in gold, silver, coal, rubber, and medic-

inal herbs; but for the want of capital and railroad facilities this wealth lies dormant. Fine timber of the rarest quality is found in great quantities, but in the absence of mills and machinery much is ruthlessly destroyed; and all furniture and other articles made from wood, including staves, must be imported. American oak, ash, and even the cheaper woods, stained, painted, and varnished, find a market. Medium-priced furniture of all kinds, as well as some of the more elaborate and costly, would meet ready sale in this country. Building materials, such as dressed weather-boarding, flooring, window and door frames, sashes, blinds, and doors, are greatly in demand, and American styles and manufactures are preferred to all others.

As the roads are very imperfect, few in number, with bad bridges, there is no demand for bicycles. In the British Gold Coast Colony, in February last, I noticed among the few bicycles in use the old-style American solid-rubber tire. American manufactures of white goods and calicoes, and men's, women's, and children's shoes of good quality are in great demand. Much skill is manifested by the American manufacturer in packing, boxing, labeling, and cataloguing his goods.

Freight rates from New York to South African ports are from 4s. to 5s. (93 cents to \$1.21) cheaper than from London or Liverpool. American merchants have a corresponding advantage in the reduction of freight rates from New York to West African ports.

OWEN L. W. SMITH,  
*Consul-General.*

MONROVIA, *July 25, 1899.*

## LOURENÇO MARQUEZ.

### PACKING AND TRANSPORTATION.

Lately, my attention has been called to a number of instances of inefficient packing of American goods. The steamers that bring freight from New York to this port generally take cargo also for Cape Town, Port Elizabeth, East London, and Durban. At Cape Town, East London, and Durban these steamers can moor alongside of docks, and can discharge into warehouses or into freight cars. At all of these ports, any Delagoa Bay cargo that may be found stowed with the other cargo is shoved and tumbled from one side of the hold to the other, in order to get it out of the way; and this handling is not calculated to improve the contents of boxes.

It is the custom on this coast to employ Kaffirs as stevedores, and it is quite impossible to teach these savages to handle freight carefully. They seem to take a malicious delight in smashing cases, especially those containing provisions, canned goods, and liquors, as it satisfies their natural native curiosity to see the contents, and, when a tally-man is not looking, gives them a chance to steal. They are very sly in their peculations, but are frequently detected, and, in British ports, are severely punished by the colonial magistrates, as the Cape and Natal daily papers bear witness.

Some months ago a gang of Kaffir freight handlers at work in the customs sheds came upon a case containing, I believe, some preparation of aconite or of strychnine. They supposed it was a new kind

of "white man's fire water," and they all swallowed some of it. A few survived, but most of them were buried the next day.

At this port all cargo is discharged into lighters. After a steamer arrives, Kaffir stevedores are sent into the hold to discharge the cargo. Everything but very fine freight is hoisted out in slings. Fine freight is discharged by means of large rope nets or by baskets. The Kaffirs pile the freight into the slings, and when one is full the ends are gathered together and fastened to the hook of the hoisting rope. The man at the steam winch—generally a Kaffir—is signaled to hoist away, which he does with a jerk. As the sling full of cases and boxes swings up from the hold, one Kaffir stands by with a club and knocks the slack out of the sling. Up the load goes, swinging from one side to the other, knocking against the hatch combings, until it arrives above the deck. It is then swung out and drops toward the lighter. A series of frantic yells causes the winch men to grab the falls and stop the sling with a jerk, just in time to prevent it from bringing up with a smash in the bottom of the lighter.

When the lighters are discharged at the customs jetties more rough handling is met with.

The hand trucks for freight that are universally employed throughout the United States can not be used here, as the docks are neither paved nor planked, and are in many places ankle deep in sand. Goods are carried on the shoulders of men. Sailing vessels are discharged by their own crews, and their cargoes are handled with more care and are discharged in better condition than those from steamers. But no sailing vessels with cargoes from New York have arrived during the past two years, the competition of the steamship lines having driven them off. The only sailing vessels that now arrive from the United States are those that come here timber laden from Pensacola and other Gulf ports and from the Pacific coast.

A leading merchant here has called my attention to a lot of furniture that he has just received from New York. The cases were not strong enough, and some of the furniture was badly cracked in consequence.

Another merchant a while ago decided to add American canned fruits and vegetables to his other lines, and sent an order to New York for a good-sized sample lot. The canned fruits and vegetables have arrived, packed in cases made of half-inch stock and nailed with 1½-inch wire nails, and all of these cases have been more or less damaged. Further, many have been tampered with and robbed of from one to three cans each. An experience of this sort in an initial order and trial shipment is not calculated to encourage further orders.

All canned goods should be packed in boxes made of stock not less than ¾ of an inch in thickness, and the boxes should be securely strapped with iron.

Furniture should always be shipped "knocked down," and large cases or packages should be avoided.

A roll-top desk, for instance, if packed "set up," ready for use, would be badly sprung and cracked if lowered too quickly into a lighter. Case oil, although often packed in very light cases, is not as liable to be damaged as other goods. This is because rough handling will cause leaks, and leaks are generally discovered before the goods have been delivered, and give rise to claims for damage.



## STEAMERS VERSUS SAILING VESSELS.

Since the date of my last report,<sup>1</sup> the competing line of steamships from New York to this coast has been taken off, the managers, Messrs. Henry W. Peabody & Co., having come to an agreement with the old regular lines, which now have the entire field to themselves. As a consequence, freight rates have been advanced to the detriment of American trade. These freight steamers generally arrive here in about fifty or sixty days from the time that they sail from New York. Sailing vessels can make the voyage from New York to this port in seventy days, and can carry freight at from one-half to two-thirds of the steamer freight rates. It is true that a great many vessels in past years have been over ninety days on the voyage. "But," the American exporter who may read this will say, "how am I to know whether a sailing vessel by which I may ship goods from New York to Delagoa Bay will make the voyage in one hundred or in seventy days?"

In the first place, it must be admitted that a vessel traveling under full sail goes much faster than a vessel traveling under two-thirds sail or half sail. It must also be admitted that when a vessel is sailing close-hauled it requires very careful steering to get the best speed out of her. A great many shipmasters take in all their light sails at sunset and turn in themselves early in the evening, leaving the deck in charge of the mates. The mates have probably been working all day and soon get tired of tramping up and down the deck, with occasional glances at the compass, and think that a quiet smoke in a sheltered corner would be a good thing.

The infection seizes the man at the wheel, and he gets drowsy and careless, and the result is bad steering. At noon the next day, when the run is figured up, the master wonders why he has made so few miles with such a fine wind.

Now, there is another kind of shipmaster—and in nine cases out of ten he is an American—who believes in driving his vessel for all she is worth; that is, when he is paid for it. He does not take in his light sails at sunset, unless he is obliged to do so on account of heavy weather. He does not turn in early and sleep all night, leaving his vessel in charge of the mate. On the contrary, he is on deck the entire night, and his ship in consequence is steered a straight course. Such a man makes quick voyages, and expects to be well paid for them.

I once met an American—a Cape Cod man—who was master of a small English bark, and who brought his vessel out from New York to Durban, Natal, only 300 miles south of this port, in fifty-four days. This same man also made a record passage from Australia to Boston, Mass., in some eighty-odd days.

There are other American shipmasters who can make quick voyages, and their names are known all along South street, in New York.

I am a firm believer in American sailing ships and in American masters. Although they can not bring cargoes from New York to this port as quickly as the present steam freight liners, they can land their cargoes here in better condition and for less money.

Masters of sailing vessels who have never been to this port before are, I have noticed, always anxious to sight the land after they have

<sup>1</sup>Commercial Relations, 1898, Vol. I.

rounded the Cape of Good Hope, and have come as far north as the latitude of East London. This is very unwise. By the time the land has been sighted the vessel has got into the very worst part of the Mozambique current and has also passed out of the zone of the strong trade winds. In consequence, she drifts rapidly away to the southward and may lose all the way from two to ten days by such a maneuver.

The wisest course to pursue is to keep well clear of the land until the latitude of this port has been reached, and then to stand in, making due allowance, of course, for the current, so that it may not carry the vessel south of the port.

#### ACCOUNTS, COLLECTIONS, DRAFTS, AND BANKS.

Judging from letters I have received lately, some American manufacturers, about to venture into the South African market, are not well posted upon the above-mentioned subjects, and have found it much easier to get orders than to secure payments after the goods have been duly delivered.

Although some Europeans, notably the Germans, give long credits to their South African customers, I believe that the best system for the American exporters to follow is that of "spot cash."

If any exporting firm gives long credits it will charge high prices. A firm dealing on a spot-cash basis can afford to undersell the long-credit house. Again, a firm giving long credits to its South African customers runs great risk of incurring heavy losses through bad debts and bankruptcies.

Under present conditions, the only safe method is that of drawing on the bills of lading. Possibly some of my readers will not understand what I mean by this expression, and for their benefit I will explain the process. We will suppose that the American manufacturer has sold and shipped his goods and has received his bills of lading and insurance certificates. He should then draw a draft, or bill, upon the South African consignee for the gross amount of his invoice, plus freight charges, etc.

The bills of lading should be made out to "order," and the shipper should mark them with one of the three following indorsements: "Deliver to the National Bank of the South African Republic, Limited, or order." "Deliver to the Standard Bank of South Africa, Limited, or order." "Deliver to the Bank of Africa, Limited, or order." The bills of lading and the insurance certificates should be securely attached to the draft, and all should be sent by registered mail to one of the above-mentioned banks (branches of which are located in this and in all other important South African ports), which will first collect payment of the draft, deliver and release the bills of lading and the insurance certificates to the consignee, and then remit the amount of the draft, less collection charges, to the shipper. If the consignee is to pay the collection charges, it should be so stated on the face of the draft.

If the shipper prefers, he can deposit the draft with the shipping documents, that is, the bill of lading and the insurance certificates attached, with his own bankers, who will probably discount the draft or will place a certain proportion of the face of the draft to his immediate credit.

Code words relating to the hereinbefore mentioned banks can be found in the "Manufacturers' Export Code," by Charles L. Seeger, and published by the United States Industrial Publishing Company, of New York.

In sending cable messages to this port, one word only is necessary in the address to denote the name of the port, and either of the following names, exactly as written, can be used: "Delagoabay," or "Lcomarques."

W. STANLEY HOLLIS, *Consul*.

LOURENÇO MARQUEZ, *July 28, 1899*.

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#### SUPPLEMENTARY.

##### MARKET FOR PACIFIC COAST PRODUCTS.

Within the past few years, a considerable import trade from the Pacific coast of the United States to this place has been developed through the energy of a few Canadians, who have established a large timber and flouring business here and in the Transvaal, under the name of the Lingham Timber and Trading Company.

In my last annual report,<sup>1</sup> I gave a brief account of what this company was doing here. This corporation now imports nothing but Oregon pine timber and finished lumber, and wheat. The only wheat that can be converted into flour that will keep for any length of time in this climate is the hard, winter variety.

There are other Pacific coast products besides lumber and wheat that can be sold to advantage here, if only the transportation problem can be solved. There are no steam lines between the Pacific coast and this part of the world. All the goods imported by the Lingham Company come in chartered sailing vessels, which arrive at the rate of about one every forty or fifty days, making the voyage, via Cape Horn, in from one hundred to one hundred and twenty days.

Any Pacific coast firm intending to open up business connections on this coast must first solve the transportation problem, as freight rates via New York are prohibitive.

Unless a firm, or a combination of firms, can fill a chartered sailing vessel with freight of its own, it might try to arrange with the Lingham Company so that goods can be shipped in the company's chartered vessels.

I am confident that a good market can be found here for California canned and dried fruits, olives, etc., manufactured wood not already handled by the Lingham Company, such as furniture and household utensils, canned and dried fish, etc.

Wines and raisins imported here have to compete with the vine products of Portugal, which are admitted upon payment of but 10 per cent of the regular duties charged upon such goods. This discriminating duty greatly benefits the Portuguese farmer and wine maker.

The American Exporters' Association of San Francisco, and the various chambers of commerce on the Pacific coast, are invited to seriously consider this subject, with a view to investigating this market and making joint efforts toward securing regular and economical means of transportation to this coast.

With reliable transportation, I am confident that a large trade can be worked up here, provided our merchants and manufacturers on the Pacific coast show the same energy in this new field as they have displayed in working up their home market.

#### SOUTH AFRICAN VERSUS AUSTRALIAN COAL AS HOMEWARD FREIGHT.

At present, sailing vessels can be chartered for the voyage from the Pacific coast to this port at the rate of about \$15 per ton of freight carried. This high rate is charged because no return cargoes can be obtained at this port, and all Pacific coast sailing vessels must go in ballast from here to a South Australian port, and there load coal for San Francisco.

It must be apparent to the most casual observer that if a cargo of good coal could be obtained here, even if it cost a little more than Australian coal, it would be cheaper to load here than at the Australian port, as by so doing the following expenses would be saved:

Ballasting in Lourenço Marquez.

Discharging ballast in Australia.

Customs and port fees in Australia.

Shore expenses in Australia, such as agency fees, fresh provisions, and sundry expenses on account of crew.

In addition to the above, there would be a considerable saving in time.

In my last annual report, I devoted considerable space to the coal trade of this port. This trade has been steadily growing and now, owing to improved methods of handling and to reduced railway rates, the best Transvaal coal is quoted at 20 shillings (\$4.87) per ton, delivered alongside in lighters, or 21 shillings per ton (\$5.11) placed in hold or bunkers, but not trimmed.

I strongly recommend that the coal importers and shipowners on the Pacific coast look into the coal supply for export at this place.

Any detailed information required that is not contained in this report will be cheerfully furnished by me upon application from the parties interested.

W. STANLEY HOLLIS, *Consul.*

LOURENÇO MARQUEZ, *August 17, 1899.*

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#### TRADE IN 1898 AND 1899.

I am now able to give the customs statistics for the year ending December 31, 1898, and for the half year ending June 30, 1899. Both of these returns show a slight falling off when compared with those for the year previous. The returns for the past six months, when compared with those for 1898, show a decrease in Portuguese trade and a gain in the transit and reexport trade.

In my last annual report I stated that as a result of overtrading, very large stocks of merchandise were on hand here and in the Transvaal. During the past year these stocks have been reduced, and many lines are now running short; but owing to the pessimistic political outlook,

importers are afraid to place any but the smallest orders. The whole country is at present living from hand to mouth.

American trade with this port during the past year has been fairly good, and I have seen in the manifests of the steamers from New York many new lines of American exports to this place, principally manufactures of iron and steel, such as rails and plates, articles of railway equipment, pipes, etc.

The demand for builders' hardware and tools, for stamped metal ceilings, and for plumbers' supplies has been good, but this trade can be largely increased. There is a great market all over South Africa for corrugated galvanized iron for roofing and for building purposes. The present supplies of galvanized iron come entirely from England. It seems to me that our sheet iron mills ought to be able to turn out corrugated galvanized iron and steel plates that can compete in this market in quality and in price with the English article.

#### AMERICAN FOOD PRODUCTS.

There has been a good demand for many varieties of American food products. A few years ago, all our flour came from either India or Australia. Now, all flour imported here is American.

During the Spanish war, a few merchants here lost their heads over the alarming prophecies of the South African "yellow press" that all of the American ports would be either destroyed or blockaded by the navy of Spain, and our export trade ruined, and ordered flour from Australia.

American flour, however, came right along, and the importers of Australian flour made little or no money out of these transactions.

The mill of the Lingham Timber and Trading Company is now grinding and turning out a fair quantity of flour from Canadian wheat and meal from Mozambique corn.

Corn is the principal food of the South African native, or Kaffir, as he is generally called. During good years, large crops of white corn are raised by the Kaffirs in this province. This is bought by the Indian traders, who have shops in all the little towns and native villages in this province, and is shipped by them to the corn merchants of this port.

The thousands of Kaffirs that are employed in the mines in the Transvaal are fed almost entirely upon corn, and thus a large demand is created.

In consequence of the reciprocity treaty between Portugal and the Transvaal, agricultural products from this province are admitted into the Transvaal free of duty, and are also carried over the Transvaal railways at one-half the rate charged on foreign goods of the same class. These two concessions on the part of the Transvaal Government and of the railway administration save the dealer in Mozambique corn about \$5 per ton.

Assuming that the prices of American and of Mozambique corn in Delagoa Bay are equal, the Transvaal importer will have to pay, in customs duty and higher freight charges, \$5 more per ton for American corn delivered in the Transvaal than for Mozambique corn.

The consul-general for the Transvaal here has kindly given me a memorandum of the exports of Mozambique agricultural products to

the Transvaal during the months of June, July, and August of this year, which is as follows:

	Tons.
53,570 bags of corn .....	5,357
5,001 bags of corn meal .....	455
1,599 bags of beans .....	160
2,903 bags of peanuts .....	264
509 bags of manioc meal .....	50
420 bags of salt .....	42
36,000 gallons of Delagoa Bay and Zambesi rum for the Kafir trade.	

#### CANNED AND DRIED FRUITS AND VEGETABLES.

There has been an increased demand for canned fruits and vegetables, such as apricots, peaches and pears, and pease, beans, succotash, sweet corn, etc., and several local importers who have never previously handled American canned goods of this description have imported sample lots during the past few months. These have met with such a ready sale that further and larger orders are now being sent to the United States.

I regret that I have to report, however, that the packing, or boxing, of some of the American canned goods received here has been very bad indeed.

The demand for American dried fruits is increasing, and dried apples, prunes, and apricots now meet with a ready sale here. I hope to see this trade largely increased.

A demand for dried white beans, or "Boston beans," is also arising, and one of the leading importers asked me, only a few days ago, how he could best place an order for a trial lot of these beans.

#### DRIED CODFISH.

There has always been a good market here for Portuguese codfish, or bacalhan; but the taste of the public has lately been improving and there is now a demand for a better, cleaner, and sweeter article. I would advise the American exporters of dried fish to look into this matter. I will be glad to distribute any circulars, price lists, or letters that may be sent to me.

W. STANLEY HOLLIS, *Consul.*

LOURENÇO MARQUEZ, *September 7, 1899.*

*Imports, imports in transit to Transvaal, exports, and reexports at Lourenço Marquez during the year 1898.*

Countries from which imported.	Imports.		Imports in transit.		Exports.		Reexports.	
	Duties.	Values.	Duties.	Values.	Duties.	Values.	Duties.	Values.
Portuguese.....	\$29,586.27	\$1,215,370.51	\$374.92	\$151,091.09	\$422.77	\$81,649.22		
Foreign .....	422,017.16	2,439,013.60	154,728.96	8,451,506.55			\$764.27	\$1,792,730.44
Total.....	451,603.43	3,654,384.11	155,193.88	8,602,598.24	422.77	81,649.22	764.27	1,792,730.44

*Imports, imports in transit to Transvaal, exports, and reexports at Lourenço Marquez from January 1 to June 30, 1899.*

Countries from which imported.	Imports.		Imports in transit.		Exports.		Reexports.	
	Duties.	Values.	Duties.	Values.	Duties.	Values.	Duties.	Values.
Portuguese.....	\$15,118.08	\$408,555.25	\$10,007.18	\$5,244,257.46	\$678.29	\$71,325.85		
Foreign .....	157,923.85	748,460.07					\$281.30	\$1,423,411.95
Total....	173,041.93	1,157,015.32	10,007.18	5,244,257.46	678.29	71,325.85	281.30	1,423,411.95

*Navigation at the port of Lourenço Marquez for the year ending December 31, 1898.*

Flag.	From or to— <i>a</i>	Entered.					
		Steamers.		Sailing vessels.		Total.	
		No.	Tons. <i>b</i>	No.	Tons. <i>b</i>	No.	Tons. <i>b</i>
American .....							
Portuguese .....		66		4		70	
English .....		294		11		305	
German .....		40		10		50	
French .....		35				35	
Norwegian .....		2		26		28	
Danish .....				2		2	
Swedish .....				7		7	
Italian .....				1		1	
Austrian .....				1		1	
Russian .....				9		9	
Total .....		437		71		508	

*a* Not stated in the official returns.

*b* No statement.

Tons of cargo discharged from above vessels..... 182,905

*Navigation at the port of Lourenço Marquez for the half year ending June 30, 1899.*

Flag.	From—	Entered.					
		Steamers.		Sailing vessels.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
American .....	United States.....			2	2,155	2	2,155
Portuguese .....	( <i>a</i> )	23	( <i>b</i> )	1	( <i>b</i> )	24	( <i>b</i> )
English .....	( <i>a</i> )	145	( <i>b</i> )	3	( <i>b</i> )	148	( <i>b</i> )
German .....	( <i>a</i> )	20	( <i>b</i> )	5	( <i>b</i> )	25	( <i>b</i> )
French .....	( <i>a</i> )	11	( <i>b</i> )		( <i>b</i> )	11	( <i>b</i> )
Norwegian .....	( <i>a</i> )		( <i>b</i> )	8	( <i>b</i> )	8	( <i>b</i> )
Danish .....	( <i>a</i> )		( <i>b</i> )	2	( <i>b</i> )	2	( <i>b</i> )
Swedish .....	( <i>a</i> )		( <i>b</i> )	4	( <i>b</i> )	4	( <i>b</i> )
Russian .....	( <i>a</i> )		( <i>b</i> )	2	( <i>b</i> )	2	( <i>b</i> )
Total .....		199		27		226	

*a* Not stated in the official returns.

*b* Not stated.

Net tonnage of merchant vessels entered..... 586,540  
Tons of cargo discharged..... 95,650

#### AMERICAN TRADE WITH LOURENÇO MARQUEZ.

The detailed customs statistics for the year ending December 31, 1898, have just been published here.

From these statistics, I have compiled a return of American trade and transmit it herewith. In a few instances, where detailed statistics in the original returns were lacking, I have estimated the values of American goods imported, but these estimates are very conservative, and are based upon a full knowledge of the business of the port and upon a study of the manifests of vessels arriving from the United States.

*Imports, by countries, at Lourenço Marquez, during the year ending December 31, 1898.*

Countries.	Local imports.	Imports in transit to the Transvaal.
Portugal.....	\$325,524.75	\$151,091.69
United States.....	814,326.76	1,070,458.30
British colonies.....	592,880.00	
Province of Mozambique, coastwise.....	397,784.80	
Norway.....	879,673.19	
Germany.....	225,190.72	
England.....	192,874.10	7,381,048.25
France.....	109,996.14	
Holland.....	60,222.42	
Belgium.....	21,882.96	
Other countries—all less than \$10,000 each.....	34,028.27	
Total.....	3,654,384.11	8,602,598.24

*Return of American goods imported at Lourenço Marquez for local trade and in transit to the Transvaal during the years ending December 31, 1897, 1898.*

Articles.	Imports for local trade.		Imports in transit.	
	1897.	1898.	1897.	1898.
Bagging and sacking.....		\$178.20	\$998.00	
Beans, peas, and fruits, dried and canned.....	\$579.00	2,123.00	5,184.00	\$7,278.10
Beer.....	227.00	9,619.80		2,777.80
Boots and shoes.....				521.60
Butter.....	518.00	1,898.00	1,973.00	4,057.60
Candles.....	605.00	\$20.20		97.20
Canned goods, n. o. s.....	5,958.00	346.70	11,855.00	17,018.60
Canvas.....	78.00	696.00	488.00	822.90
Cloth, cotton.....			680.00	
Cloth, n. o. s.....	372.00	81.50	2,099.00	546.90
Corn.....	75,524.00	44,771.10		2,480.80
Corn flour, meal, etc.....		86.40	7,089.00	12,500.00
Cotton waste.....		78.44		
Crackers.....	22.00	111.67	1,187.00	129.60
Crockery.....		316.43	270.00	780.80
Fish, preserved.....			118.00	
Flour c.....	17,719.00	37,570.00	210,087.00	275,000.00
Glass, n. o. s.....	15,859.00	27.00	279.00	556.20
Glassware.....	88.00	386.00	30.00	30.20
Guns.....		189.00	20.00	82.00
Iron, manufactured.....	16,817.00	18,599.80	24,964.00	172.80
Kaffir hoes.....			166.00	
Kerosene oil.....	18,494.00	20,619.40	21,926.00	19,098.30
Lard.....	983.00	2,052.00	5,430.00	7,258.70
Matches.....	7.00	167.30	467.00	
Medicines.....	1,982.00	1,450.40	666.00	317.50
Not otherwise specified.....		32,062.50	27,910.00	49,722.10
Olive and other vegetable oils.....			2,298.00	97.20
Perfumery and toilet soaps.....	302.00	51.80		
Preserved meats:				
In barrels.....	1,429.00	514.00	16.00	77.80
In tins.....	3,254.00	4,567.30	46,798.00	57,070.00
Revolvers.....			422.00	
Soap.....			54.00	59.40
Sugar.....			6,144.00	1,981.80
Tea.....			2,656.00	
Timber.....	18,492.00	585,860.00	260,816.00	90,647.60
Tobacco, manufactured.....	29.00	483.80	475.00	213.80
Wheat.....	253.00	43,808.00		10,282.70
Whisky.....	241.00	139.70	211.00	258.10
Wine.....			136.00	
Wood, manufactured.....	58,281.00		39,670.00	36,075.20
Merchandise free of duty:				
Sewing, mining, agricultural, and writing machines b.....		5,717.82	51,469.00	270,000.00
Tools c.....				40,000.00
Railway supplies c.....			4,277.00	12,000.00
Not otherwise specified c.....			1,046.00	151,000.00
Total.....	283,313.00	814,326.76	740,214.00	1,070,458.30

a Estimated, 90 per cent of total imports.

b Estimated, 33 per cent of total imports.

c Estimated, 10 per cent of total imports.

W. STANLEY HOLLIS, *Consul.*

LOURENÇO MARQUEZ, *December 6, 1899.*

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## TRADE AT BEIRA.

The chief imports are articles of food and drink; tinned fish, meats, lard, vegetables, fruit, jams, etc., and the bulk of these are of American origin. Whisky, brandy, beer, and gin are imported from England and Germany. A brand of American beer (Schlitz) was introduced here, but it was found too light. Probably the fact that a good brewery has been opened in Salisbury, the capital of Mashonaland, may account for the difficulty experienced in selling other beers.

The demand for machinery is increasing rapidly, and many corn shellers, corn grinders, plows, and pumps, mostly of American manufacture, are coming through this port.

The Mashonaland Government has now placed a tax on most imports, with a view to establishing local industries. Up to the present time, nothing has been manufactured in that country.

I may here mention that the packing of American tinned goods is very bad. My attention was called to a consignment of 1,200 cases of beef and fruits last month, and it was quite the exception to find a sound case.

The importer told me the cost of these goods was considerably increased by the expense of repacking and repairing the cases prior to sending them up country.

Another great drawback to our trade is the lack of direct steamship service. American goods are discharged at Durban, and remain there for weeks before they are reshipped to this port.

The light railway from this port to Umtali (the first 220 miles), is now being widened from the 2-foot to the 3-foot 6-inch gauge. When completed, this will be the quickest and cheapest route to Mashonaland, and to a large portion of Matabeleland, where the development of the gold mines has been seriously delayed by the lack of means of transport.

The 3-foot 6-inch gauge already exists between Umtali and Salisbury, and a contract has been given to Messrs. Pauling & Co., of London, for the construction of another 137 miles from Salisbury to Gwelo—toward Buluwayo—which will connect with the line now under construction from the latter place, thus embracing the whole of the mining districts.

Owing to the strikes in various parts of England and Wales, there has been considerable delay in obtaining the material for these railways.

A. LEWIS KIDD, *Consular Agent*.

BEIRA, *October 9, 1899.*

MADAGASCAR.<sup>1</sup>

Trade is in a somewhat depressed state throughout the island, due in part to the advent of the bubonic plague, forced labor, and taxation.

## COTTON GOODS.

The general trade is necessarily in the hands of the French, although French cloths have not entirely ousted American cottons from the market, large cargoes of these being received here from April to Sep-

<sup>1</sup> In reply to circular of July 10, 1899. Digitized by Google

tember, 1898, the date of the ratification of the tariff bill at Paris and its becoming a law here. The duty was formerly an all-around ad valorem one of 10 per cent, but the French general minimum tariff is exacted on all goods from England and other European countries and the maximum tariff on goods from America and English colonies. This is modified in some lines, such as coal, petroleum, lumber, hardware, sulphur, tea, condensed milk, spices, codfish, musical instruments, furniture, and grain.

American gray cotton goods have always held the mastery here, their mark "Cabot" (35 inches, 10 by 10, 12 pounds, 40 yards) being a household word among the Malagasy, but the duty, \$25 per bale (1,000 yards) as against \$7 former duty, has nearly forced them out of the market. The selling price has decreased \$14 per bale and transportation has increased \$12 per bale. The French also are manufacturing very good cloths, some of which bear well-known American trade-marks, and the authorities have peculiar methods, as I am told, of encouraging the natives to purchase only French-made goods. The French manufacturers have thus been enabled to capture the market. All foreign houses import only French goods. It is apparently an article of faith among the French here to boycott, in an indirect way, foreign goods, and they will trade with a foreign house only when a Frenchman has not what they want. Foreign houses, even though they import nothing but French goods, are not accorded the same rights as a French house. French merchants are allowed to register their "borrijanos" or carriers, who are thereupon exempt from forced labor, while the others are not granted this privilege; and as all merchandise is transported on the backs and shoulders of these men, it is readily seen how such favoritism promotes French commerce. The carriers naturally engage themselves with the French houses in order to avoid the dreaded forced labor. The appended table will show the movement of commerce with the United States during the years 1896-1899:

Year ended June 30—	Imports.	Exports.
1896 .....	\$684,432.24	\$36,437.36
1897 .....	745,234.62	26,212.16
1898 .....	556,452.61	4,607.00
1899 .....	13,565.58	.....

Imports from the United States, as well as those from other countries, have been almost forced out of the island by the preferential duties. The subjoined table shows the increase in the export of French cottons to this island since France has closed the door to other countries:

Articles.	1897.		1898.	
	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Pounds.</i>	
Unbleached .....	98,384	\$21,000	1,948,234	\$416,200
Bleached .....	144,298	84,800	881,812	212,400
Dyed .....	223,621	76,200	1,284,806	438,000
Manufactured .....	193	80	8,577	1,400
Prints .....	15,791	6,000	91,819	34,400
Total .....		138,080		1,102,400

England sent in 1897 cotton goods to the value of \$559,285; in 1898, \$31,205.

## PETROLEUM.

There is no change in the demand for this article. A cargo of some 4,700 cases reached this port during last August, and was sold at once by the consignees. This amount generally furnishes a year's supply. Some Russian petroleum also finds a market here. It comes from Batum via Zanzibar and Bombay. The Government has erected two warehouses for the storage of petroleum on the line of the Ivondro-Tamatave Railway. The rates for storage are 6 cents per case per month. Merchants are forbidden by law to keep on hand in their stores or warehouses more than five cases at any one time.

## ROADS AND RAILWAYS.

The railway from Tamatave to Ivondro, about 7 miles, is operated in connection with the Pangalanes Canal as far as Tanifotsy, some two hours journey from Tamatave. The railway and canal do not figure in the transportation facilities as yet, owing to the shortness of the distance. The passenger rates are as follows: Tamatave to Tanifotsy, first class, \$7.20; second class, \$3.60; third class, \$1 (flat cars). Work on the railway from Antananarivo to the sea has not commenced, although the French Government granted the company a subsidy of 500,000 francs (\$100,000) last April. The roads are being constantly improved and new ones opened up in the interior. A concrete road is in course of construction between Antananarivo and Mahatsara, a distance of 186 miles, between which points, I understand, a French company intends starting an automobile carriage service. The automobiles are to arrive in the month of May next. The maritime boulevard is under construction at Tamatave, and another road toward the interior, which, I think, will create a demand for bicycles in the near future.

## HARBOR IMPROVEMENTS.

New light-houses are about finished on Points Tanio and Hastie at Tamatave, and at Points de Sable and Anorambato at Majunga, which will be reported to the hydrographic office as soon as they have been officially reported by the authorities. A new iron and steel pier is in course of construction here, which is to extend out into the harbor some 600 feet, so that vessels may anchor alongside to receive or discharge their passengers or cargo. This is a private enterprise, and if a success will no doubt replace the Batelage companies, which now do this work by lighters.

## QUARANTINE REGULATIONS.

The bubonic plague has stimulated the authorities somewhat on the subject of quarantine. On Île aux Prunes, a small island about 8 miles out in Tamatave Harbor, a quarantine station has been established and buildings erected for the accomodation of travelers who may come from infected ports, or those who would leave Tamatave during an epidemic. There is also a station at Ivondro, right in the center of the village, for persons who may be en route for the capital or the interior.

## TRANSPORTATION FACILITIES.

The internal, coastwise, and ocean facilities are considered sufficient to meet all the demands of business here.

A letter from Tamatave to the United States, via Marseilles, will reach New York in thirty-five or forty days. The means of communication are the same as last year, except that the English mail (Castle Line) steamers have erased Tamatave from their itinerary, as English goods do not come in sufficient quantities to pay them. An invoice of American goods was shipped to this place via South Africa last January. Although the consignee has already paid for them, they have not been heard from to date. There are no regulations of a discriminating nature against American vessels since the repeal of the cabotage law in January last.

## COMMERCIAL TRAVELERS.

Those coming from foreign countries must pay duties on their samples. There are no passport regulations affecting commercial or other travelers. They register at the hotels the same as other travelers, stating where they are from, their nationality, business, destination, and how long they intend to remain.

## LICENSES.

A decree of January 1, 1899, fixes the tax on banks or banking houses at 1,800 francs (\$347.40) per annum. Other licenses are divided into the following classes:

First class. Steamships and other transportation companies, wholesale import and export merchants.

Second class. Coasting navigation companies, captains of trading vessels, wholesale merchants, and captains of schooners trading about the coast.

Third class. Commercial, commission, insurance, and other agents.

Fourth class. Wholesale and retail merchants and shopkeepers.

Fifth class. Small shopkeepers.

Sixth class. Contractors and builders, when they have an office or shop and employ more than two workmen.

The rates are, according to the population, as follows:

Class of population.	Per annum.					
	First class.	Second class.	Third class.	Fourth class.	Fifth class.	Sixth class.
Cities of more than 5,000.....	\$193	\$120	\$90	\$40	\$20	\$8
Cities from 1,000 to 5,000.....	193	80	40	20	10	2
Cities under 1,000.....	193	40	20	4	2	1

Government employees, schoolmasters, instructors, and artists, contractors who employ not more than two workmen, day laborers, hucksters in the market, farmers, and miners are exempt from the tax. It is reduced one-half for butchers, bakers, and other makers of household necessities, except drinks. If a firm has several branches in other parts of the island, a separate license is necessary for each, but it is reduced one-half for branches having their offices in the same province as the principal establishment.

Licenses are not transferable.

## TELEGRAPH RATES.

The subjoined table will show the rates per word from Tamatave to other parts of the world:

	French currency.	United States currency.		French currency.	United States currency.
	<i>Francs.</i>			<i>Francs.</i>	
Europe and Algiers .....	7. 10	\$1. 37	Tonkin:		
Obock .....	7. 85	1. 61	Via Singapore .....	10. 00	\$1. 98
Djibouti .....	8. 05	1. 55	Via Moulemein .....	9. 95	1. 92
Aden .....	7. 10	1. 87	Cochin-China:		
Suez .....	10. 85	1. 99	Via Singapore .....	8. 62	1. 66
Port Said .....	10. 85	1. 99	Via Moulemein .....	8. 35	1. 61
Mozambique .....	10. 85	2. 09	America .....	8. 35	1. 61
Zanzibar .....	3. 38	. 64	Australia .....	9. 32	1. 99
Seychelles .....	3. 38	1. 61	Hongkong .....	15. 72	3. 03
Mauritius .....	5. 85	1. 12	Turkey .....	7. 60	1. 40
Gaboon .....	10. 55	2. 03	Martinique, via Key West ..	15. 40	2. 97
Bombay .....	7. 10	1. 37	Cape Town .....	5. 85	1. 12
Tunis .....	6. 70	1. 29	Via Cape Town:		
Lourenço Marques .....	4. 60	. 82	Europe and Algiers .....	9. 60	1. 88
Transvaal .....	6. 05	. 98	America .....	10. 85	2. 09
			Martinique, via Key West ..	17. 70	3. 41

Domestic rates have been reduced from 25 centimes (about 5 cents) to 10 centimes (about 2 cents) per word, with a minimum of ten words.

## POSTAL RATES.

*Foreign.*—Fifteen centimes (about 3 cents) per half ounce on letters to France, French colonies, and to countries where there is a French post-office. Registration, 25 centimes (5 cents); letters per half ounce to foreign countries, 25 centimes (5 cents); postal parcels, 5 centimes (1 cent) per 2 ounces; postal cards, 10 centimes (2 cents) each.

*Domestic.*—On letters, 15 centimes (3 cents) per half ounce; postal cards, 10 centimes (2 cents); registration, 25 centimes (5 cents); parcels, 5 centimes (1 cent) per 2 ounces.

## RATES OF EXCHANGE—MARKS OF ORIGIN.

Rates vary somewhat, ranging between 5 francs to 5.50 for \$1.

Marks are not necessary. Goods are not allowed to carry a counterfeit French trade-mark.

## CREDITS, PATENT LAWS, ETC.

There are no complaints as to the terms given by American houses, but I am informed the German houses give longer credits.

Patent, copyright, and trade-mark laws are the same as those of the French Republic.

## MINING.

The French Government has granted to the Colonial Company of Gold Mines, of Suberbieville, a concession covering an area of 100 square miles on the west coast for a period of fifty years. The company is allowed to prospect and mine and make extensive improvements. Its head office is in Paris, and there is a branch office at

Majunga, Madagascar. The capital stock is 4,000,000 francs (\$800,000). It will be exempt from all taxes and other excises in force relative to mining until December 31, 1910. The president and a majority of the directors must be Frenchmen and the head office on French soil. Although Madagascar is fairly rich in gold and the mining laws are reasonable, foreign prospectors and capital do not take kindly to the country. Those who have been here for the last eight or ten years have had a sorry time of it. American and English prospectors are not looked upon with a great deal of favor by the French, and they prefer to work for French companies rather than to push their own claims. Prospecting licenses cost \$5 per annum. One can dig out a concession of about 4.750 acres.

## BICYCLES.

The improvement in roads will create a demand for wheels in this district, and now is the chance for American wheels to capture the market. One can purchase a good French wheel here at \$60, and at the capital for \$70. A well-made roadster is perhaps the best model for this country. The American wheels are better liked than any others, and if they can be sent here and sold as cheaply as the French wheels I believe we may find a market.

## PACKING AND FREIGHT RATES.

"American manufacturers do not seem to take the same care and pains about the packing of their goods as the Europeans," says one of the largest handlers of American goods here. Freight rates are unchanged.

## TRADE IN 1899.

I have been unable to obtain as complete statistics as desired relative to the trade during the first half of the current year, but the table hereunder may be taken as an accurate summary of the business of the whole island for the six months in question:

*Imports and exports for the island of Madagascar for first six months of the year 1899.*

	France.	French colonies.	England.	English colonies.	Germany.
Imports .....	\$1,280,547.38	\$143,611.41	\$71,120.79	\$37,369.74	\$29,175.55
Exports .....	241,325.73	59,698.50	43,582.57	7,290.22	103,151.73

  

	East Africa.	America.	Sweden and Norway.	Egypt.	Other countries	Total.
Imports .....	\$15,708.17	\$1,946.57	\$24,666.60	\$1,620.00	\$16,153.15	\$1,621,319.36
Exports .....	546.00	.....	.....	.....	9,549.31	465,094.06

I inclose information of a statistical character, compiled from divers reliable sources, which will indicate the condition of Madagascar trade and commerce more plainly than words.

M. W. GIBBS, *Consul.*

TAMATAVE, *October 11, 1899,*

H. Doc. 481, Pt. 1—17

Table showing value, with countries of origin, of cloths imported into Madagascar during the calendar year 1898.

Kinds of cloth.	France.	French Indies.	England.	India.
Cottons, sheetings, shirtings.....	\$1,003,431.13	\$127.41	\$116,419.09	\$15,460.76
Clothing (ready made).....	95,696.17	.....	688.62	940.87
Hosiery goods (cotton).....	34,969.73	.....	516.66	979.35
Linens, hemp, and jute.....	8,128.55	.....	1,023.32	997.81
Ready-made garments (cotton).....	9,845.53	.....	270.58	148.90
Silks.....	6,371.76	.....	127.41	328.10
Woolens.....	27,219.65	.....	675.97	145.82
Sundry cloths.....	16,754.91	.....	322.02	172.15
<b>Total.....</b>	<b>1,192,571.00</b>	<b>127.41</b>	<b>119,993.67</b>	<b>19,173.66</b>

  

Kinds of cloth.	Germany.	Africa.	America.	Other countries.	Total.
Cottons, sheetings, shirtings.....	\$20,152.90	\$12,392.28	\$248,974.63	\$14,227.75	\$1,431,185.95
Clothing (ready made).....	225.93	18,356.56	25.09	1,283.95	117,113.19
Hosiery goods (cotton).....	660.18	.....	.....	675.71	37,701.63
Linens, hemp, and jute.....	1,109.80	451.14	.....	1,490.11	13,230.78
Ready-made garments (cotton).....	215.38	110.97	.....	785.12	11,676.38
Silks.....	28.95	579.00	.....	639.90	5,075.12
Woolens.....	95.72	49.40	.....	181.18	28,367.74
Sundry cloths.....	9.35	31.95	.....	659.09	17,949.47
<b>Total.....</b>	<b>22,396.21</b>	<b>32,000.30</b>	<b>248,999.72</b>	<b>19,952.81</b>	<b>.....</b>

Return of imports into Madagascar for the calendar year 1898, with countries of origin.

Articles.	France and colonies.			England and colonies.			
	France.	Colonies.	Réunion.	England.	Mauritius.	Colonies.	India.
Animals, live.....	\$193.00	\$40.58	.....	.....	\$97.45	\$299.15	.....
Animal products.....	41,729.08	39.17	\$790.21	\$715.80	2,316.19	53.24	\$3,702.21
Arms and ammunition.....	16,474.50	.....	.....	231.60	200.75	.....	.....
Chemicals.....	49,465.35	447.76	218.62	808.88	43.40	.....	6.35
Cloth.....	1,441,105.52	5,868.55	7,838.24	63,501.00	4,218.60	46.90	16,115.30
Colonial commodities.....	75,484.58	9,488.81	21,436.57	1,670.00	6,230.00	230.44	368.75
Crockery ware.....	14,834.00	6.17	176.64	135.82	38.21	.....	520.28
Dyestuffs and colors.....	43.92	4.82	.....	.....	13.36	.....	66.10
Divers waste products.....	43,248.42	22.00	1,893.87	127.76	1,594.02	.....	294.80
Farinaceous foods.....	191,139.99	54,927.61	38,748.85	2,475.16	18,902.15	200.96	23,245.20
Fish, salt, and cod.....	26,508.62	26.44	1,121.47	146.06	821.65	19.53	.....
Fruits and seeds.....	4,976.87	1,229.60	151.21	19.10	444.00	366.70	356.56
Fibers.....	762.97	.....	15.65	79.50	41.83	.....	.....
Furniture.....	8,767.76	110.00	160.57	202.00	264.60	.....	608.15
Glass and crystal ware.....	22,396.98	.....	176.82	187.20	181.16	.....	577.48
Hardwood for carving.....	39.56	.....	.....	.....	.....	.....	.....
Leather and findings.....	58,799.86	22.58	244.00	2,663.00	609.70	.....	225.00
Liquors and wines.....	498,903.99	6,142.48	60,151.50	2,082.50	1,649.86	461.46	.....
Manufactures.....	164,751.94	211.33	3,826.55	12,925.10	2,622.30	.....	4,020.00
Medicines.....	88.97	.....	21.28	.....	160.62	.....	96
Musical instruments.....	5,665.13	.....	.....	286.41	12.00	.....	.....
Metals, wires, etc.....	65,756.75	.....	434.75	9,648.31	1,469.27	.....	524.81
Paints and oils.....	10,879.76	.....	70.24	1,423.18	200.00	.....	126.22
Paper and accessories.....	36,767.85	35.70	553.98	1,836.80	188.56	.....	51.72
Stone, marble, etc.....	27,096.25	281.78	1,915.71	83,015.58	3,844.00	29.33	11,010.94
Threads.....	12,777.00	373.45	88.52	146.40	194.15	.....	665.85
Vegetable and oil extracts.....	24,938.12	.....	298.52	1,538.52	2,794.10	4,979.88	2,204.25
Various compositions.....	78,442.27	57.90	385.77	816.73	19,656.43	3,588.79	282.65
Willow, straw, and osier work.....	20,453.36	472.85	811.30	185.85	122.00	30.00	116.57
Worked metals.....	282,525.00	920.50	1,269.00	13,685.45	4,433.10	.....	11,062.50
Woodwork.....	13,986.50	28.37	36.68	509.36	81.85	.....	1,227.77
Wood.....	15,740.03	.....	2,843.27	.....	1,190.03	.....	.....
Sundries, from bond.....	1,826.94	361.10	2,706.61	566.65	462.00	191.85	.....
<b>Total.....</b>	<b>3,256,563.84</b>	<b>81,114.50</b>	<b>146,986.22</b>	<b>202,229.02</b>	<b>74,997.84</b>	<b>10,498.23</b>	<b>77,400.37</b>

*Returns of imports into Madagascar for the calendar year 1898, with countries of origin—*  
Continued.

Articles.	Other countries.						Total.
	Ger- many.	East Africa.	Norway and Sweden.	Egypt.	America.	Other coun- tries.	
Animals, live .....				\$376. 22			\$1,506. 85
Animal products .....	\$681. 56	\$5, 375. 14	\$30. 63	142. 72	\$140. 89	\$2, 162. 87	57, 681. 70
Arms and ammunition .....	380. 25					25. 00	17, 312. 10
Chemicals .....	3, 806. 27	102. 19			1. 26	116. 87	55, 016. 45
Cloth .....	16, 868. 55	24, 486. 50	79. 45	207. 00	65, 215. 00	4, 948. 00	1, 649, 998. 61
Colonial commodities .....	941. 38	915. 68	106. 84	270. 20	55. 02	19. 68	117, 212. 95
Crockery ware .....	2, 582. 61	63. 61		7. 33		822. 10	19, 186. 72
Dyestuffs and colors .....		89. 45					217. 65
Divers waste products .....	98. 22	755. 94	. 38	578. 14		57. 15	48, 670. 70
Farinaceous foods .....	19, 997. 79	3, 256. 82		178. 00	120. 43	132. 26	353, 225. 22
Fish, salt, and cod .....	255. 15	1, 408. 61	15. 44	231. 40		99. 97	30, 654. 34
Fruits and seeds .....	82. 70	422. 00		120. 72		1. 44	8, 170. 90
Fibers .....							899. 85
Furniture .....	1, 183. 10						11, 286. 18
Glass and crystal ware .....	1, 516. 84	410. 33	6. 75	. 80		476. 00	25, 923. 36
Hardwood for carving .....						4. 82	44. 38
Leather and findings .....	48. 10	81. 00		76. 00		207. 00	62, 976. 24
Liquors and wines .....	1, 798. 60	27. 60	15. 16	69. 23		269. 78	571, 572. 16
Manufactures .....	3, 608. 35	725. 00				465. 70	192, 656. 27
Medicines .....		258. 31					530. 09
Musical instruments .....	1, 060. 55						7, 024. 09
Metals, wires, etc. ....	4, 760. 72	6, 562. 38	39. 81				89, 185. 80
Paints and oils .....	131. 00	25. 57	1. 40	10. 61			12, 867. 88
Paper and accessories .....	484. 04	85. 80	12. 00	35. 35		10. 00	40, 160. 60
Stone, marble, etc .....	2, 020. 90	204. 21	191. 61	18. 72	800. 95		131, 029. 98
Threads .....	257. 50	721. 95				397. 68	15, 622. 50
Vegetable and oil extracts .....	175. 52	2, 275. 81		207. 08		38. 60	89, 450. 47
Various compositions .....	354. 46	399. 41	9. 65	. 58			103, 994. 64
Willow, straw, and osier work .....	1, 883. 50	82. 00					23, 657. 43
Worked metals .....	15, 615. 00	10, 373. 75	58. 10	44. 40	200. 00	104. 20	340, 311. 00
Woodwork .....	8, 582. 27		1, 158. 38	11. 00		4, 214. 15	24, 836. 33
Wood .....	15. 52	2, 392. 42	72, 451. 02				94, 632. 29
Sundries, from bond .....		369. 00	98. 65		66. 00		6, 648. 80
Total .....	84, 180. 44	61, 864. 98	74, 877. 27	3, 085. 50	66, 599. 55	14, 572. 77	4, 154, 370. 08

*Return of trade with United States for the fiscal year ending June 30, 1899.*

Articles.	Imports.		Exports.	
	Quantities.	Value.	Quantities.	Value.
Lard and other greases .....	pounds..			
Meats (canned) .....	do....			
Petroleum .....	cases..			
Sundries .....	pounds..			
Total .....		13, 565. 58		
Total for preceding year .....		556, 452. 61		\$4, 607. 00
Loss in imports .....		542, 887. 03		
Loss in exports .....				4, 607. 00



*Exports from the port of Tamatave for the fiscal year ending June 30, 1899.*

Exports.	Quantities.	Value, including freight and charges.	Whence exported.
Beeswax.....pounds..	110, 154	\$21, 496. 21	England and France.
Coffee (samples).....do..	658	149. 18	France.
Ebony wood.....do..	428, 056	8, 638. 20	Germany and France.
Gum copal.....do..	10, 968	1, 056. 24	France.
Gold dust.....do..	232	52, 423. 17	England and France.
Horns.....do..	Not given.	145. 66	South Africa.
Hair, vegetable.....do..	Not given.	2, 447. 97	Germany and France.
Hides.....number..	19, 549	29, 629. 30	Germany, England, and France.
Haricots (beans).....pounds..	46, 261	1, 146. 84	East Africa.
Raphia cabre.....do..	1, 272, 100	59, 468. 55	England, Germany, and France.
Rice (samples).....do..	3, 410	87. 44	Do.
Rubber (caoutchouc).....do..	138, 542	62, 163. 76	England.
Sheepskins.....number..	832	55. 97	France and England.
Vanilla.....pounds..	1, 845	5, 203. 28	
Divers merchandise.....do..	580, 437	16, 461. 88	
Total.....		260, 513. 15	

*Return of importations for Tamatave for the year ending June 30, 1899.*

Articles.	Quantities.	Value entered.	Whence imported.
Bicycles.....pounds..	6, 760	\$3, 871. 63	France and England.
Books and stationery.....do..	344, 010	30, 608. 65	Do.
Boots and shoes.....pairs..	22, 693	26, 516. 13	France.
Building materials.....pounds..	892, 040	10, 389. 19	Sweden and Norway.
Candles.....do..	75, 424	7, 993. 29	France.
Drinks:			
Wines.....gallons..	309, 227	240, 491. 07	Do.
Beer.....bottles..	81, 644	9, 881. 83	France, Germany, England.
Liquors.....do..	11, 813	7, 284. 72	Do.
Cordials.....gallons..	68, 348	50, 232. 91	Do.
Whisky.....do..	7, 155	28, 433. 14	England.
Clothing.....pounds..	177, 555	60, 849. 55	France.
Cottons.....do..	2, 145, 936	422, 129. 64	France, England, and America.
Drugs and medicines.....do..	88, 221	22, 808. 54	France and colonies.
Fish (dry and salt).....do..	81, 479	5, 064. 74	Do.
Furniture.....do..	53, 392	5, 474. 87	France and Sweden.
Groceries.....do..	6, 929	706. 10	France and colonies.
Glassware.....do..	181, 271	11, 743. 32	France and Belgium.
Linens.....do..	17, 307	4, 301. 19	France.
Machines (sewing, etc.).....do..	485, 255	27, 728. 60	France and England.
Musical instruments.....do..	17, 173	3, 443. 65	Germany (accordions).
Petroleum.....cases..	5, 000	8, 575. 10	America and Russia.
Porcelain and china.....pounds..	90, 613	3, 968. 20	France.
Rope.....do..	4, 862	5, 241. 34	Do.
Salt.....do..	2, 573, 025	11, 549. 52	France and Germany.
Soap.....do..	677, 667	5, 327. 78	France and Seychelles.
Silverware and jewelry.....do..	1, 096	1, 271. 47	France and Germany.
Sheetiron (galvanized).....do..	167, 978	6, 931. 91	England.
Tobacco: Cigars, cigarettes.....do..	10, 417	4, 406. 43	France and Algiers.
Toys.....do..	67, 400	15, 616. 86	France and Germany.
Sundry goods.....do..	687, 830	977, 139. 23	
Total.....		2, 019, 957. 50	

*Monthly exportations and duties paid at the port of Tamatave for the year 1898-99.*

During the month of—	Duties paid.	Value of exports.
July, 1898.....	\$2, 474. 55	\$5, 983. 50
August, 1898.....	768. 99	13, 125. 59
September, 1898.....	807. 38	14, 707. 56
October, 1898.....	1, 404. 50	32, 590. 46
November, 1898.....	1, 154. 23	23, 484. 24
December, 1898.....	140. 53	3, 751. 92
January, 1899.....	4. 82	48. 25
February, 1899.....	1, 350. 85	24, 819. 75
March, 1899.....	892. 34	29, 353. 37
April, 1899.....	1, 548. 04	51, 414. 52
May, 1899.....	1, 194. 33	32, 567. 10
June, 1899.....	800. 47	28, 726. 98
Total.....	12, 541. 03	260, 513. 19

*Returns of foreign navigation at the port of Tamatave for the fiscal year ending June 30, 1899.*

## VESSELS ENTERED.

Trading from and to—	Flag.	Steamers.		Sailing vessels.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
France .....	French .....	57	117,742	—	—	57	117,742
England .....	British .....	5	12,097	—	—	5	12,097
Germany .....	German .....	5	7,863	2	460	7	8,323
Italy .....	Italian .....	—	—	2	684	2	684
Denmark .....	Danish .....	—	—	2	629	2	629
Norway .....	Norwegian .....	—	—	1	605	1	605
Sweden .....	Swedish .....	—	—	1	1,020	1	1,020
Total .....	.....	67	137,702	8	3,396	75	141,100

## VESSELS CLEARED.

France .....	French .....	57	117,742	—	—	57	117,742
England .....	British .....	5	12,097	—	—	5	12,097
Germany .....	German .....	5	7,863	2	460	7	8,323
Italy .....	Italian .....	—	—	2	684	2	684
Denmark .....	Danish .....	—	—	2	629	2	629
Norway .....	Norwegian .....	—	—	1	605	1	605
Sweden .....	Swedish .....	—	—	1	1,020	1	1,020
Total .....	.....	67	137,702	8	3,396	85	141,100

*Coasting trade.*

## VESSELS ENTERED.

Flag.	Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
English .....	—	—	98	2,923	98	2,923
French .....	2	3,050	115	11,875	117	14,925
German .....	—	—	1	196	1	196
Total .....	2	3,050	214	14,994	216	18,044

## VESSELS CLEARED.

English .....	—	—	98	2,923	98	2,923
French .....	2	3,050	115	11,875	117	14,925
German .....	—	—	1	196	1	196
Total .....	2	3,050	214	14,994	216	18,044

## MADEIRA.

I inclose tables of imports and exports of this island for the year 1897-98.

It is deeply to be regretted that we have no regular line calling here from New York, as this would certainly immensely increase the trade between America and Madeira. Once a year, a German steamer calls here from New York with a large number of passengers, who all complain of the lack of steamers stopping here on their way to the Mediterranean.

The import trade with this island is mostly with England and Germany. The latter sends travelers regularly, and her trade has increased largely.

For many years, American houses have completely neglected trade here. The only business done is in wheat, corn, staves, and petroleum. Lately, Russian oil has taken the place of American, but since the new commercial treaty has come into force the trade will go back to America.

W. J. G. REID,  
*Vice and Deputy Consul.*

FUNCHAL, September 4, 1899.

*Imports from the United States.*

Corn .....	\$139,645
Wheat .....	181,612
Petroleum .....	11,803
Staves .....	23,527
<b>Total .....</b>	<b>356,587</b>

*Imports from other countries.*

Corn .....	\$131,055	Codfish .....	\$25,779
Wheat .....	8,794	Cheese .....	4,173
Staves .....	16,468	Furniture .....	10,871
Petroleum .....	192	Tobacco .....	6,008
Coal .....	439,270	Vessels for barges .....	26,490
Dry goods .....	179,876	Paper .....	8,577
Wine .....	15,188	Candles .....	6,490
Rice .....	26,635	Other goods .....	215,642
Sugar .....	15,936		
Tea .....	4,543	<b>Total .....</b>	<b>1,193,877</b>
Molasses .....	51,890		

*Exports to the United States.*

Wine .....	\$10,749
Wickerwork .....	272
<b>Total .....</b>	<b>11,021</b>

*Exports to other countries.*

Embroideries:		Wickerwork .....	\$12,736
Cotton .....	\$138,288	Bullion:	
Linen .....	43,753	Gold .....	61,570
Wine .....	861,513	Silver .....	14,670
Potatoes .....	7,475	Shoes .....	4,638
Beef .....	1,860	Hats .....	1,065
Fruit .....	37,988	Coal .....	595,142
Onions .....	22,063	Other goods .....	36,870
Vegetables .....	5,715		
Butter <sup>1</sup> .....	141,268	<b>Total .....</b>	<b>2,079,016</b>
Eggs <sup>2</sup> .....	92,402		

<sup>1</sup> Shipped to Lisbon.

<sup>2</sup> Shipped to Johannesburg.

## MAURITIUS.

In pursuance of instructions in Department circular, dated July 10, 1899, I submit the following report on the commerce, shipping, and industries of Mauritius.

United States merchants and manufacturers are continually writing for information on different matters bearing upon trade and other subjects in Mauritius. Even if it were possible for the consul to answer the various letters sent him, he would require an especial appropriation for postage, as seldom is there a stamp sent to pay for the reply.

From personal experience and observation since I have resided here, I am led to believe that there is a very favorable opening in Mauritius for an exclusively American house. I have been informed by reliable men that there exists a desire for closer trade connection with the United States.

The two English firms here that do the principal part of the American business carry no general stock of our goods; in fact, with the exception of petroleum, a few drums of codfish and a few barrels of herring cover about all there is to be found in the colony. There is not a yard of American cotton cloth here, nor can one get a pair of American boots or shoes.

The tastes, manners, and habits of the people are French. The textiles used here and the goods manufactured from leather, as well as the wines and spirits, are generally of French production. The heavier grades of cotton cloth and other coarse commodities, and some hardware, are imported from England.

## SHIPPING.

From November 1, 1898, up to date, five American vessels arrived in and departed from this port, bearing an aggregate tonnage of 5,859 tons. Two of them made double trips here, the *Benj. Sewall*, of Boston, and the *E. C. Mowatt*, of Philadelphia, the former leaving in ballast for the Straits Settlements and returning with lumber, the latter taking sugar and molasses to Calcutta and returning with rice.

## IMPORTS AND EXPORTS.

The latter half of the year 1898 and the first quarter of the present year witnessed a greater activity than ever before in the exportation of Mauritius sugar to the United States. The total shipment during the above period amounted in value to \$2,229,451.42, and in the meantime there were landed here 71,880 cases of refined petroleum, together with 769 barrels of herring and 500 drums of codfish.

The total value of imports into Mauritius during the year 1898 amounted to 28,326,008.29 rupees (\$8,781,062), divided as follows: The United Kingdom, 5,443,934.07 rupees (\$1,687,620); British possessions, 8,256,147.27 rupees (\$2,569,406); foreign countries, 14,625,927.01 rupees (\$4,534,036). The exports amounted to 31,866,937.07 rupees (\$9,878,750), of which the United Kingdom took 1,171,859.83 rupees (\$363,277), British possessions 24,636,789.78 rupees (\$7,637,405), and foreign countries 6,058,287 rupees (\$1,878,068).

## NAVIGATION.

During the year 1898 there entered this port 166 sailing vessels, with a tonnage of 78,361 tons; crews, 2,095; and during the same year there cleared from Port Louis 158 sailing vessels, with a tonnage of 72,448; crews, 1,971. During the same period there entered 136 steamers, tonnage, 248,885; crews, 9,629; and within the same time there cleared from Port Louis 135 steamers; tonnage, 248,850; crews, 9,538.

## MACHINERY.

A few months ago, the proprietors of foundries and the local engineering establishments of the colony addressed a communication to the governor requesting that customs duties be levied on all manufactured machinery imported into the colony. His excellency transmitted the petition to the chamber of commerce for the consideration of that body, which sent it to the chamber of agriculture. This latter body appointed a committee to take cognizance of the petition. This committee, in its reply to the governor, stated that it was opposed to any further increase of the burdens on the sugar industry of the colony and to the imposition of a fresh duty on the machinery it imports for its requirements. The committee, however, unanimously recommended that a rebate be allowed on all customs duties paid on the raw material used in the manufacture of machinery in the colony. At present, all manufactured machinery destined for sugar mills enters the colony free of duty, while the local manufacturers pay duty on the raw material imported by them for the purpose of making the finished article.

JOHN P. CAMPBELL, *Consul*.

PORT LOUIS, *November 24, 1899.*

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MOROCCO.<sup>1</sup>

The Empire of Morocco is an agricultural land, and as the wants of the people are very few and simple, there is but little change in the commercial and industrial situation from year to year.

Three principal factors must be taken into account as affecting the business situation in Morocco, viz:

First. Climatic and other reverses, ruining the harvest. Among these must be classed locusts, which come periodically in huge swarms, leaving no green thing behind them, devastating whole provinces, and in the course of a few hours leaving grain fields like deserts. From these the country has been comparatively free during 1898, this in part at least being due to the wise action on the part of foreign merchants, materially aided by the Moorish Government, in buying up locust eggs by the hundred weight. Recent alarming reports from the southern provinces state that a swarm of these destructive insects, some 25 miles in length, has been seen. Neither drought nor cattle diseases injured the crops of 1898, in consequence of which there was an increase in

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<sup>1</sup> In reply to circular of July 10, 1899.

export of such cereals as are allowed to be shipped from the country and also a material decrease in the import of flour, which could not be brought here in competition with the lower prices prevailing for the home productions.

Second. Tribal warfare and the Sultan's raids upon rebellious provinces have also much to do with the lack of prosperity of the country. Of the former, there was but little during last year, but the Sultan's expeditions have caused much loss to life and property in various parts of the country. This unsettled state of affairs makes the collection of outstanding accounts in the interior a difficult and tedious undertaking.

The third powerful agency in advancing or retarding commercial interest here is the prevailing rate of exchange. During the year 1898 the premium on English gold—that is to say, the difference between the Spanish peseta and English gold—rose to the abnormal figure of 109 per cent, sometimes rising 20 per cent in a single day. This state of things, due to the Spanish-American war, led to the practical suspension of all imports, as it was ruinous for merchants to buy bills of exchange for payment of accounts. Annexed is a table showing the variation of exchange during 1898 and the first six months of 1899. Since the close of the war and a return of the exchange to a more nearly normal figure, business has revived and local merchants have placed large orders in the foreign market.

#### TRADE.

The import into Morocco of goods having their origin in the United States can not be ascertained, as they all come from firms in England, Germany, or France, there being no line of ships from any United States port to Morocco. About two-thirds of the petroleum imported (valued at \$10,000) comes from the United States, the other third being furnished by Russia. Some American flour and cereals, tinned meats, lard, smoked hams, and bacon also find their way to Morocco by the way of England or Gibraltar. Great Britain leads in imports, sending so-called Manchester goods (cottons and prints), tea, candles, etc. France stands next, but furnishes only one-third of the amount of Great Britain. Sugar, silk, flour, wines, building materials, coffee, tobacco, and matches are the principal articles brought to Morocco from France. There was, during the year 1898, a marked decrease of imports from France, largely due to the almost entire suspension of imports of flour.

A much larger quantity of goods was brought from Spain than formerly, because on commodities imported from her Spanish neighbor Morocco did not have to pay exchange, both countries having the same currency. From Belgium come sugar, iron, steel, cloth, and glass. The principal item in the list of exports is oxen, which are sent to Gibraltar, Malta, Spain, and Melilla, by far the larger part, i. e., 12,333 head out of a total of 19,434 head, going to Gibraltar for the supply of the British garrison, etc.

One of the most important articles of export from Morocco is goat-skins, nearly all of which go to the United States, though for want of a direct line they pass via England, Gibraltar, Germany, etc. On account of advance in price, as also increase of quantity exported, the value of this item is nearly double that shown in 1897.

Dates, Moorish carpets, slippers, and curiosities are sent to the United States to the amount of several thousand dollars a year.

Besides the articles mentioned, eggs and fowls are supplied to neighboring countries. The egg exports reached the proportion of about \$175,000 during 1898, of which more than two-thirds went to Spain, as the trade with that country can be carried on throughout the whole year.

There being no statistics kept by the local authorities, I am largely indebted for the information gained to the tables compiled under the direction of the British foreign office.

There have been no changes in the regulations governing shipping and commercial relations with Morocco. Steamship lines touching here are also the same as reported last year.

S. R. GUMMERÉ,  
*Consul-General.*

TANGIER, *December 11, 1899.*

*Rate of exchange at Tangier, Morocco—Premium on English gold.*

Month.	Highest.	Lowest.	Month.	Highest.	Lowest.
1898.	<i>Per cent.</i>	<i>Per cent.</i>	1898.	<i>Per cent.</i>	<i>Per cent.</i>
January .....	37	34	November .....	54	43
February .....	39	35	December .....	34	29
March .....	44	36	1899.		
April .....	75	42	January .....	36	30
May .....	109	80	February .....	32	30
June .....	60	46	March .....	31	28
July .....	64	54	April .....	24	19
August .....	60	57	May .....	23	20
September .....	56	53	June .....	29	22
October .....	53	51			

*Proportion of foreign trade with Morocco for the year 1898.*

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
Great Britain .....	59	53	Germany .....	13	8
Spain .....	6	30	Other countries .....	4	24
France .....	18	10			

*Return of principal articles of import to Tangier for 1898.*

Articles	Quantities.	Value in United States gold.	Articles.	Quantities.	Value in United States gold.
Bricks and tiles .....		\$8, 120	Oils .....	barrels.. 2, 046	\$53, 610
Candles .....	cwt. 3, 585	26, 80	Petroleum .....	cases.. 12, 177	15, 220
Chemicals and drugs .....		14, 180	Paints .....		10, 025
Cloth .....		130, 760	Silk, manufactured .....		25, 000
Coals .....	tons. 2, 633	19, 760	Silk, raw .....		54, 400
Coffee .....	cwt. 2, 416	80, 100	Spices .....		8, 850
Copper and brass .....	do. 162	2, 430	Stationery .....		9, 855
Cotton goods .....	bales. 1, 440	567, 845	Sugar, brown and crushed, cwt .....	1, 985	8, 840
Cotton, raw .....	do. 251	11, 925	Sugar, loaf .....	do. 17, 528	77, 350
Crockery .....		2, 700	Tea .....	do. 3, 272	94, 610
Deals and timber .....		10, 350	Tin .....		6, 720
Flour .....	cwt. 8, 834	26, 500	Tobacco .....		41, 920
Furniture .....		18, 315	Wine and spirits .....		87, 405
Glassware .....		11, 980	Sundries .....		84, 710
Groceries, etc. ....		42, 180			
Hardware .....		11, 980	Total .....		1, 489, 890
Iron, etc .....		12, 300			
Matches .....	cases. 433	12, 990			

*Return of principal articles of export from Tangier for 1898.*

Articles.	Quantities.	Value in United States gold.	Articles.	Quantities.	Value in United States gold.
Birdseed.....cwt..	7,258	\$5,490	Moorish curiosities.....	.....	\$3,365
Beeswax.....do..	1,912	50,680	Oxen.....number..	19,484	242,920
Carpets.....bales..	805	18,300	Slippers.....bales..	1,861	232,625
Dates.....cwt..	3,214	40,445	Woolen goods.....do..	873	87,900
Eggs.....thousands..	19,552	173,875	Wool.....do..	174	8,700
Fowls.....dozen..	10,236	29,855	Sundries.....	.....	25,085
Goatskins.....cwt..	7,987	158,750	Total.....	.....	1,142,025
Hides.....do..	4,237	68,425			
Leather, shaly.....do....	20	600			

*Return of imports at the port of Casablanca for the year 1898.*

Articles.	From Great Britain and colonies.		From France and possessions.		From Germany.		From Belgium.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Candles.....cwt..	4,727	\$23,004	221	\$1,343	.....	.....	306	\$1,480
Cement.....barrels.	86	209	119	287	.....	.....	.....	.....
China and earthenware, packages.....	44	3,212	61	4,429	10	\$569	.....	.....
Cloth.....bales..	1	584	1	389	.....	.....	.....	.....
Coffee.....cwt..	182	1,284	31	302	36	341	.....	.....
Confectionery and biscuits, packages.....	487	9,480	17	331	.....	.....	.....	.....
Cottons, manufactured.....bales.	1,152	392,435	3	584	16	3,922	.....	.....
Deals.....pieces.	23	49	564	1,095	2,060	2,005	.....	.....
Drugs, oils, paints, and dyes, packages.....	388	9,441	68	1,655	320	7,285	267	2,467
Glassware.....cases.	5	73	87	1,694	42	1,801	157	1,148
Hardware.....packages.	724	8,757	7	841	30	2,005	60	467
Iron and ironwares.....cwt..	3,799	5,583	23	39	431	11,874	135	263
Matches.....cases.	.....	.....	75	780	.....	.....	140	1,236
Paper.....bales.	24	117	60	292	180	692	110	248
Petroleum.....barrels and cases.	80	195	.....	.....	.....	.....	.....	.....
Provisions and canned goods, packages.....	89	657	140	2,044	88	788	.....	.....
Rice.....cwt..	142	844	.....	.....	60	238	206	608
Sacks and sackings.....bales.	739	21,578	133	5,343	200	5,888	5	136
Silk, manufactured.....cases.	.....	.....	19	1,071	.....	.....	.....	.....
Spices.....cwt..	626	3,806	143	900	60	443	.....	.....
Steel.....do..	10	39	.....	.....	.....	.....	186	545
Sugar.....do..	172	749	60,386	220,871	27	97	23,340	80,545
Sundries.....	.....	9,183	.....	4,185	.....	14,337	.....	1,337
Tea.....half chests.	6,298	107,272	.....	.....	574	6,565	.....	.....
Tin plates.....boxes.	552	2,014	.....	.....	.....	.....	.....	.....
Wines and spirits, barrels and cases.....	33	545	115	516	450	2,806	10	97
Woolens and linens.....bales.	34	5,791	24	4,068	54	3,845	.....	.....
Total.....	.....	606,453	.....	252,571	.....	65,508	.....	90,604
Spice.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	606,453	.....	252,571	.....	65,508	.....	90,604



*Return of imports at the port of Casablanca for the year 1898—Continued.*

Articles.	From Spain and possessions.		From Italy.		From Sweden.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Candles.....cwt.							5,254	\$25,807
Cement.....barrels.							203	496
China and earthenware, packages							115	8,210
Cloth.....bales.							2	978
Coffee.....cwt.							199	1,927
Confectionery and biscuits, packages							525	10,308
Cottons, manufactured.....bales.	21	\$492					1,178	397,588
Deals.....pieces.	5	647					3,647	6,181
Drugs, oils, paints, and dyes, packages					1,000	\$1,032		
Glassware.....cases.	65	638					1,608	21,486
Hardware.....packages.							291	4,716
Iron and ironwares.....cwt.					413	1,217	821	11,670
Matches.....cases.							4,801	18,926
Paper.....bales.							215	1,966
Petroleum.....barrels and cases.	480	779					324	1,349
Provisions and canned goods, packages.							560	974
Rice.....cwt.	27	248					344	8,787
Sacks and sackings.....bales.	62	214					470	1,401
Silk, manufactured.....cases.			61	\$496			1,188	38,441
Spices.....cwt.			1	58			20	1,129
Steel.....do.							834	5,149
Sugar.....do.							196	584
Sundries.....half chests.							88,875	302,262
Tin plates.....boxes.		3,616		516			6,872	33,224
Wines and spirits, barrels and cases.							562	2,014
Woolens and linens.....bales.	1,026	3,407	80	584			1,714	7,957
Total.....		10,040		1,654		2,249		1,029,074
Specie.....		48,665						48,665
Total.....		58,706		1,654		2,249		1,077,739

*General return of shipping at the port of Casablanca for the year 1898.*

## ENTERED.

Nationality.	With cargoes.			In ballast.			Total.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
British.....	40	38,103	1,155	3	1,314	47	43	39,417	1,202
Danish.....	2	835	25				2	835	25
French.....	28	19,748	768	28	17,547	695	56	37,295	1,448
German.....	23	16,944	485	29	27,982	725	62	44,926	1,210
Moorish.....				3	3,000	112	8	3,000	112
Portuguese.....	3	234	22	14	2,672	121	17	2,960	143
Russian.....				1	141	7	1	141	7
Spanish.....	25	12,253	542	25	9,275	432	50	21,528	974
Total.....	121	88,117	2,962	103	61,981	2,139	224	150,048	5,121

## CLEARED.

British.....	42	38,470	1,174	1	947	28	43	39,417	1,202
Danish.....	2	835	25				2	835	25
French.....	43	28,172	1,088	13	9,128	350	56	37,295	1,448
German.....	34	29,940	813	18	14,986	397	52	44,926	1,210
Moorish.....	1	1,000	42	2	2,000	70	8	3,000	112
Portuguese.....	16	2,841	136	1	65	7	17	2,906	143
Russian.....	1	141	7				1	141	7
Spanish.....	36	15,558	689	14	5,970	285	50	21,528	974
Total.....	175	116,967	3,984	49	33,091	1,137	224	150,048	5,121

*Return of exports at the port of Casablanca for the year 1898.*

Articles.	To Great Britain and colonies.		To France and possessions.		To Spain and possessions.		To Portugal and possessions.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Beans .....	quarters..	7,012	\$42,655	10	\$49	1,403	\$7,932	.....
Beeswax .....	cwt.	146	214	30	876	256	902	.....
Canary seed .....	do.	90	341	.....	.....	.....	.....	.....
Dates .....	boxes..	8	973	1	122	9	487	.....
Carpets .....	bales..	6,840	8,321	4,252	5,173	.....	771	\$939
Coriander seed .....	cwt.	2,056	27,515	10	131	.....	.....	.....
Eggs .....	cases..	8,640	14,716	5,486	9,343	.....	.....	.....
Fenugreek seed .....	cwt.	42	117	12,404	181,092	.....	.....	.....
Goatskins .....	do.	8	409	12	117	.....	.....	.....
Gum .....	do.	222	2,483	872	9,548	1,768	17,067	52
Hides .....	do.	.....	.....	81	496	.....	.....	669
Horns .....	bales..	.....	.....	2,102	5,114	24	68	.....
Lentils .....	cwt.	120	292	100	243	.....	.....	.....
Linseed .....	do.	1,910	7,436	5	19	10,409	42,713	11,551
Maize .....	quarters..	330	12,848	3,173	123,581	6,023	244,736	329
Peas, chick .....	tons..	270	1,324	6,118	29,773	829	3,051	12,807
Sheepskins .....	cwt.	5	97	.....	.....	.....	.....	.....
Slippers .....	bales..	.....	2,886	.....	633	.....	414	.....
Sundries .....	.....	.....	.....	24,880	242,157	.....	.....	.....
Wool, greasy .....	cwt.	45	657	264	3,854	.....	.....	.....
Wool, washed .....	do.	10	633	.....	.....	80	2,764	.....
Woolen manufactures .....	bales..	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	123,867	.....	612,174	.....	819,515	.....	29,284
Specie .....	.....	1,863	.....	2,920	.....	133,829	.....	.....
Total .....	.....	125,730	.....	615,094	.....	453,344	.....	29,284

Articles.	To Italy.		To Germany.		To United States of America.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Beans .....	quarters..	.....	213	\$1,296	.....	.....	8,638	\$51,982
Beeswax .....	cwt.	.....	1,296	37,842	.....	.....	1,326	38,718
Canary seed .....	do.	.....	54	78	.....	.....	456	594
Dates .....	boxes..	.....	.....	.....	.....	.....	90	341
Carpets .....	bales..	5	\$122	7	389	.....	30	2,093
Coriander seed .....	cwt.	.....	3,212	3,908	800	\$365	15,375	18,706
Eggs .....	cases..	.....	1,157	15,485	.....	.....	3,223	43,131
Fenugreek seed .....	cwt.	.....	3,804	6,477	.....	.....	17,980	30,536
Goatskins .....	do.	200	2,920	.....	1,102	16,069	13,714	200,218
Gum .....	do.	.....	.....	.....	.....	.....	54	526
Hides .....	do.	4,880	58,434	1,846	20,211	.....	9,640	103,252
Horns .....	bales..	.....	.....	.....	.....	.....	81	496
Lentils .....	cwt.	.....	.....	.....	.....	.....	2,126	5,172
Linseed .....	do.	.....	.....	.....	.....	.....	220	535
Maize .....	quarters..	.....	.....	.....	.....	.....	23,875	95,134
Peas, chick .....	tons..	297	11,563	.....	.....	.....	10,162	405,485
Sheepskins .....	cwt.	745	3,626	7,809	38,002	.....	15,771	75,776
Slippers .....	bales..	.....	.....	.....	.....	.....	5	97
Sundries .....	.....	.....	136	5,353	.....	.....	.....	9,422
Wool, greasy .....	cwt.	1,638	15,943	2,064	20,069	.....	28,582	278,189
Wool, washed .....	do.	29	423	.....	.....	.....	338	4,534
Woolen manufactures .....	bales..	.....	.....	.....	.....	.....	90	3,397
Total .....	.....	88,166	.....	149,129	.....	16,454	.....	1,338,589
Specie .....	.....	.....	.....	.....	.....	.....	.....	138,612
Total .....	.....	88,166	.....	149,129	.....	16,454	.....	1,477,201

## ST. HELENA.

I submit the following statistics of the island of St. Helena for the year 1898, with comparative statement of the most important items, showing the increase and decrease, respectively, for 1897 and 1898:

Imports from Great Britain and her colonies .....	\$314, 925
Exports to Great Britain and her colonies:	
Specie .....	\$18, 730
Sundries .....	3, 225
	<hr/> 21, 955

Volume of trade in 1898.....	336, 880
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The above imports include estimated value of American products, viz., kerosene, flour, lumber, stock feed, provisions, and canned goods imported via	
Great Britain and her colonies, say .....	10, 500
Imports and exports between United States and St. Helena in 1898 .....	Nil.
Revenue, St. Helena, for the year 1898 .....	45, 760
Expenditure, St. Helena, for the year 1898 .....	61, 745
Public debt .....	23, 290
Taxation per capita, \$1.83; ratio of public debt per capita, \$6.	
Government savings bank funds due to depositors .....	85, 015

Total shipping arrivals, 147; registered tonnage, 266,130; including American ships, 7, 9,320 tons.

Population, census of 1890, 3,877; population, estimated, of 1898 (civilian 3,858, military 750), 4,608.

Registered births 1898, 110; percentage per thousand of population, 28.5; registered deaths 1898, 83; percentage per thousand of population, 21.5; registered marriages, 13.

Rainfall, 1898, 34 inches; mean temperature in Jamestown, 73°; mean temperature in rural districts, 60°.

No changes in tariff.

*Comparative statement, 1897-98.*

Year.	Im-ports.	Ex-ports.	Reve-nue.	Ex-pendi-ture.	Public debt.	Ship-ping ar-rivals.	Regis-tered ton-nage.	Births.	Deaths.	Rain-fall.	Due de-positors savings banks.
1897.....	\$171, 825	\$24, 965	\$44, 013	\$65, 021	\$25, 590	147	228, 569	125	44	<i>Inches.</i>	\$81, 215
1898.....	314, 925	21, 955	45, 760	61, 745	23, 290	147	266, 130	110	83	34	85, 015
Increase .....	143, 100	.....	1, 747	.....	.....	.....	37, 561	.....	39	4	3, 800
Decrease .....	.....	3, 010	.....	3, 276	2, 300	.....	.....	15	.....	.....	.....

It will be observed by the foregoing that in the item of imports for 1898, there is a notable increase over the record for 1897. This is mainly accounted for by largely increased arrivals of building materials and warlike stores, on account of the Imperial Government, for construction of forts, magazines, and barrack accommodation, and also of additional food supplies consequent upon the augmentation of the garrison; but it in no way affects the colonial revenue, all Government stores being admitted duty free.

The exports from this island are nominal; in fact, consist chiefly of specie remittances to England in payment for goods received, the balance being made up of small shipments of wool, hides, skins, old metal, and potatoes.

Shipping arrivals, as to mere numbers, are equal for the two years, but there was a large increase in tonnage in 1898. Only seven American ships arrived during 1898. A goodly number of vessels call off this port for vegetables and postal communication, but as these neither report to the local authorities nor the consul they do not figure as arrivals. In the palmy days of the island, when steamers were few and the Suez Canal yet unopened, the merchant sailing shipping arrivals

averaged three per day, or more than one thousand vessels of all flags per year, whereas at the present writing the average is scarcely two in five days. This phenomenal falling off was a serious loss to this little port of call, causing the emigration of the bulk of the people to the Cape and Natal, in order to obtain employment. For many years the island has consequently suffered greatly, all the more on account of the withdrawal of the American whaling fleet from the South Atlantic Ocean; but since the reinforcement of the garrison, and the large amount of skilled and ordinary labor called into requisition for imperial public works, the financial condition of a certain class of the inhabitants is vastly improved, and there is also a greater demand for agricultural and horticultural products, so that the population, both in town and the rural districts, profits by the altered situation of affairs and there has been a marked increase of bank deposits.

The number of deaths in 1898 exceeds that in 1897 by nearly 90 per cent, but this must not be taken to reflect upon the sanitary condition of the island, 50 per cent of the number having died between the advanced ages of 70 and 92. On the contrary, the uniform rainfall and average temperature conclusively prove the climate of St. Helena to be one of the finest in the world.

ROB. P. POOLEY, *Consul*.

ST. HELENA, *June 30, 1899.*

#### TRADE IN 1899.

In accordance with Consular Regulations I submit my report on commercial relations of this consular district for the six months ending June 30, 1899, as follows:

##### *Imports.*

##### GREAT BRITAIN.

Articles.	Quantities.	Value.
Animals:		
Cattle.....	number.. 61	\$6,200
Horses.....	do..... 7	1,750
Beer (duty paid).....	{hogsheads.. 371	6,970
	{dozens.. 130	230
Boats.....	number.. 1	400
Beef and pork.....	casks.. 149	2,815
Butter.....	packages.. 112	2,465
Chemicals and drugs.....	do..... 24	510
Cigars and cigarettes.....	pounds.. 1,484	1,685
Coals, steam.....	tons.. 1,438	15,020
Drapery, textiles, cotton, and other dry goods.....	packages.. 156	15,460
Earthen and glass ware.....	do..... 58	1,105
Explosives.....	do..... 1	50
Flour.....	barrels.. 240	1,750
Grain, seeds, etc.....	sacks.. 59	310
Hardware, lead, etc.....	packages.. 41	850
Lime juice.....	gallons.. 18	90
Leather, boots and shoes, etc.....	packages.. 29	2,780
Marine stores, tar, pitch, resin, paint, oils, etc.....	do..... 41	450
Machinery.....	do..... 28	2,490
Margarin.....	do..... 6	105
Musical instruments.....	do..... 13	640
Offman's stores.....	do..... 1,420	16,360
Onions.....	do..... 83	145
Rice.....	sacks.. 678	3,345
Spirits, brandy, rum, gin, whisky, etc. (duty paid).....	gallons.. 1,691	4,200
Specie.....	packages..	18,750
Stationery.....	do..... 4	210
Sugar.....	do..... 300	2,185
Tea.....	do..... 72	1,060
Timber.....	cubic feet.. 364	200
Tobacco (duty paid).....	packages.. 3,180	1,280
Wines (duty paid).....	gallons.. 2,725	1,865
Sundries and small goods.....	packages.. 164	3,985

The following goods were imported on Her Majesty's service in large quantities; value not declared: Bricks, cement, explosives, canned meats, warlike stores and materials.

## AUSTRALIA.

Articles.	Quantities.	Value.
Animals, sheep .....	number.. 8	\$65
Beef and pork .....	barrels.. 2	35
Flour .....	sacks.. 105	755
Grain, seeds, etc .....	do.... 416	1,490
Oilman's stoves and canned goods .....	packages.. 52	260

## CAPE COLONY AND NATAL.

Grain, seeds, etc .....	sacks.. 263	\$950
Kerosene in 10-gallon cases .....	650	1,740
Onions .....	sacks.. 34	150
Oilman's stoves .....	packages.. 40	150
Wines, duty paid .....	gallons.. 264	495
Sugar .....	bags.. 50	325
Flour .....	sacks.. 50	250

## EAST INDIES AND MAURITIUS.

Beef and pork .....	barrels.. 46	\$660
Oilman's stoves .....	packages.. 70	180
Rice .....	sacks.. 1,019	3,630
Sugar .....	do.... 30	180

Total imports from all sources ..... \$132, 810

*Exports.*

## GREAT BRITAIN.

Articles.	Quantities.	Value.
Hides and skins .....	packages.. 198	\$175
Specie, gold and silver .....	.....	12,250
Wool .....	bales.. 14	250

## CAPE COLONY AND ASCENSION.

Potatoes .....	sacks.. 185	\$760
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Total exports, Great Britain and colonies..... \$13, 435

The total number of shipping arrivals for the half year ended June 30, 1899, was 55, with a tonnage of 105,694; of which only three of 2,430 tons were American.

I have again to report, with much regret, that no direct mercantile transactions between the United States and St. Helena have taken place during the period covered in this report; but there are indications of renewal of trade from New Bedford, Mass., in the near future.

No changes have occurred in currency values, exchange, mail service, customs tariff, quarantine and harbor facilities, nor are there any discriminating duties or regulations or taxes affecting American marine or commerce at this port. It is now currently reported that the long talked-of cable will be laid to the island by the end of the present year. The penny (2 cents) postage now obtains at St. Helena on all letter mail matter to and from Great Britain and most of her colonies.

Information has just reached me that by order of the governor all vessels arriving from those ports in India and China which are known to be infected with bubonic plague are to be placed under quarantine.

ROB. P. POOLEY, *Consul.*

ST. HELENA, *September 30, 1899.*

SIERRA LEONE.<sup>1</sup>

The conditions and prospects for trade in this consular district are by far more promising this year than last, and I may add that the business outlook on the entire West Coast presents a more hopeful aspect than ever before in its history. The recent disturbance in the Hinterlands, while temporarily damaging to trade interests, served to advertise its resources. Heretofore, comparatively little has been done in the way of development of the resources of British West Africa. The resumption of trade in the recently disturbed territory is characterized by the erection of more and better houses for business and residences to occupy the place of those destroyed. This activity in building is shown by the constant demand for white and pitch pine lumber, which is being conveyed from Freetown to the interior as far as the railway is completed. Prior to the war, the natives supplied Freetown with considerable quantities of lumber for building purposes, sawn in a very crude way by hand, but the rebellion last year practically destroyed this source of local supply; consequently, foreign markets, especially the United States, must furnish the deficiency for the next two or three years. I would suggest that American dealers in lumber for export look well to the West Coast as a market. At present, they have practically no competition here. Every railway built in West Africa for the next ten years at least means an increased market in the same ratio for American lumber.

## PROSPECTS.

Sir Joseph Chamberlain, secretary of state for the colonies, is quoted as having said during the present year: "Sierra Leone is entering on a period of great prosperity." The home Government signified its concurrence in this opinion, not only with reference to Sierra Leone but all of British West Africa, by appropriating over a million and one-half dollars for the Sierra Leone railway, nearly three million for similar purposes on the Gold Coast, and nearly four million in Lagos. Besides these liberal appropriations for railways, \$211,692.75 was set aside for building wharves at Old Calabar and \$428,252 to improve the harbor at Accra.

## IMPROVEMENTS IN PROGRESS.

Several new towns are being built along the line of the colonial railway with a view to European settlement. This is especially true as to Songotown, the present terminus of the road, 32 miles from Freetown. The colonial government has laid off the proposed city with parks, botanical gardens, etc. Several new houses and stores have been built there recently. The railway maintains part of its repair shops there, and it is very probable that they will be located permanently at that place. It is thought that this place will not only improve rapidly, but will become a center for the trade between the colony and the Hinterland, being situated at the termini of several native trade routes from the interior. Mayamba, a town further in

<sup>1</sup> In reply to circular of July 10, 1899.

the interior and situated on the proposed line of railway, is characterized by the same activity. Upward of 1,700 laborers, it is said, have been employed during the last seven or eight months in building and replacing what was destroyed by the war. The ice plant and bottling works, recently completed, have been running continuously, with increasing business. The shops, two in number, for building boats, canoes, barges, and lighters, and smaller sailing craft, have been rushed with orders on account of prospective increase of river trade.

The Sierra Leone Coaling Company is increasing its facilities for receiving and discharging coal. A new and handsome custom-house is in course of erection by the Government. Notwithstanding several hundred thousand dollars have been expended upon the wharf, making it quite creditable in appearance, improvements to facilitate the landing of passengers and the discharge of cargo are under consideration.

#### PUBLIC HEALTH.

New efforts are being made to render this coast more healthy and habitable, as trade interests require the almost constant residence here of a number of Europeans. During the present year, investigations have been made under the supervision of Major Ross and others sent out by the Liverpool School of Tropical Diseases, as to the causes of malaria. The mission has been so successful that it is thought the Government will continue the work under the supervision of its own medical experts. In addition to the three hospitals already established, the Sierra Leone Nursing Home, with its service of trained European nurses, was opened this year. This establishment, with its modern arrangements, is an important addition to the service of the public health. American dealers in drugs, especially of the class ordinarily known as "germicides" and "disinfectants," as well as patent medicines in general, would find this a good market for their goods after these have been introduced to the local dealers.

#### IMPORTS AND EXPORTS.

The total value of imports into Sierra Leone for the year 1898 was \$2,950,795.74 against \$2,221,704.08 in 1897, an increase of \$729,091.66. Imports from the United States were \$129,496.86 against \$131,395.96 in 1897, a decrease of \$1,998.14, caused by the Spanish-American war. The total value of imports from Great Britain for the same period was \$2,492,127.40 against \$1,837,142.23 in 1897, an increase of \$654,985.17; from the British colonies, \$61,963.51 against \$29,203.72 in 1897, an increase of \$32,759.79; all other foreign countries, \$396,704.81 against \$223,964 in 1897, an increase of \$172,740.81.

The total exports for 1898 from Sierra Leone was \$1,415,951.93 against \$1,950,238.28 in 1897, a decrease of \$534,286.35. The United States received to the value of \$2,077.80 against \$74.12 in 1897; Great Britain \$592,914.68 against \$919,502.30 in 1897, a decrease of \$346,587.62; British colonies \$150,408.19 against \$142,216.89 in 1897, an increase of \$8,241.30; all other countries \$692,585.44 against \$888,394.96 in 1897, a decrease of \$195,809.52.

In the first half of the present year to imports from the United States direct were \$69,337.21; from the United States via England (estimated), \$6,933.72; total, \$76,270.93. In the same period of 1898 the imports were \$49,879.12; increase, \$26,391.81. Exports were nil.

## GENERAL TRADE.

During the present year, trade in American provisions has been quite active. The demand for flour is increasing, owing to the adoption of its use by the natives. There are several bakeries in the colonies which sell large quantities of bread to the creoles and natives. The demand for kerosene is also growing rapidly, as the aborigines as well as the civilians are learning its advantages over the palm oil. A large percentage of the lamps used here are of American make. The natives collect empty tin cans and make a small lamp, holding say from a gill to one-half pint, which retails for about 5 to 6 cents each. They require no chimneys. European manufacturers paint their articles of this class, rendering them pleasing to the eye.

## LIGHT AND HARBOR DUES; QUARANTINE.

Upon every ship or vessel entering the harbor of Freetown, the tax is 3d., or 6 cents, per ton.

Vessels of 400 tons and upward are charged £5 (\$24.33).

For the first visit of inspector of health of shipping to any vessel, £1 1s., (\$5.10) is charged; for each succeeding visit, 10s. (\$2.43).

## EXCHANGE.

Rates vary from  $1\frac{1}{2}$  to  $2\frac{1}{4}$  per cent on London. The amount of currency in circulation is estimated at £50,000 (\$243,325); about \$80 per capita.

JOHN T. WILLIAMS, *Consul*.

SIERRA LEONE, *October 31, 1899.*

## ZANZIBAR.

The trade of Zanzibar during the last twelve months has shown little change of interest.

The clove crop of Zanzibar and Pemba, which is practically the world's clove crop, amounted to 150,000 bags (140 pounds each) during the last season. This is probably the largest crop ever produced. The labor conditions here were so unsettled, slavery having been practically abolished, that there seemed to be great speculation whether the crop, which already early in the season promised to be large, could be successfully gathered. The receipts at Zanzibar, 150,000 bags, have demonstrated the falsity of the contention that slave labor is absolutely necessary for clove cultivation.

Contrary to the usual course of trade, Rotterdam has this year been the center, the exports to London direct being unusually small, and exports to the United States amounting to but 4,600 bales for the twelve months ending June 30, 1899.

The construction of the Mombasa-Uganda Railway continues. It is now open for 300 miles from Mombasa. The employment of several thousand imported coolies and many Europeans in the construction of the railway, in itself, has made a good trade for Mombasa in certain lines, such as rice, supplies for Europeans, house-building material,



timber, and corrugated iron. It is estimated that two years' time is still required for the railway to reach Lake Victoria Nyanza. When a lake port is reached a large territory will be opened to trade, and undoubtedly the cheap transportation by railway, as compared with caravan transportation, will permit much larger quantities of imported goods to be used than at present.

The principal imports from the United States for the year ended June 30, 1899, are: Cotton cloth, value, \$375,000; kerosene, \$45,000.

The exports to the United States for the above period are:

Chilies .....	\$6,338. 15	Ivory .....	\$208, 206. 12
Cloves .....	38, 106. 19	Shells .....	1, 241. 75
Clove stems .....	17, 683. 52	Tortoise shells .....	4, 404. 12
Goatskins .....	44, 471. 14		
Gum animi .....	22, 416. 16	Total .....	371, 491. 02
Hides .....	28, 623. 87		

A. L. SARLE, *Acting Consul.*

ZANZIBAR, *July 8, 1899.*

#### ZANZIBAR TRADE IN 1899.

A combination of circumstances operated to materially affect the trade of Zanzibar during the latter part of the year 1899 and the same causes are still depressing the business of the island.

A severe drought in 1899 injured many of the trees and greatly damaged the fruit crop, particularly cloves and cocoanuts, the principal products for export. There has also been a famine on the mainland, throughout the territory comprising British and German East Africa. As a result of the famine the natives in the interior have nothing with which to buy cloth and other articles of commerce, much of which is supplied through Zanzibar merchants. This cutting off of a large source of supply has greatly reduced the volume of trade in Zanzibar, which is a general distributing station for the majority of the business in East Africa.

Another thing which has operated against the trade in Zanzibar is the censorship of telegraphic communications to and from this station by the British Government, on account of the war in South Africa. Nearly all the business of Zanzibar with Europe and America is done by cable. The censorship has quadrupled the expense, which is an important item in the commercial transactions of the island. One American firm doing business in Zanzibar paid \$800 for cablegrams in the month of December. By code message, the expense would have been only about one-fourth that amount.

#### TRADE IN CURIOS.

The demand for African curios such as native spears, shields, knives, etc., has led the Germans, who are striving hard to control the African trade, to establish manufactories in Germany for the production of these articles in imitation of the original. As a result curio dealers throughout Europe, in America, and even in Africa and the Far East are being supplied with these imitation articles, which are sold cheaper than the genuine ones. The business has already reached a size that makes it exceedingly profitable.

The Germans have also secured a monopoly of the trade of East Africa in colored cotton goods, which they manufacture in special designs for the trade.

## INDUSTRIES.

The only manufacturing enterprise in Zanzibar is a plant for the production of artificial ice. This has been established two years, and is now returning a good profit on the investment. The ice sells for \$3.25 per 100 pounds.

A steam laundry in Zanzibar would be a profitable institution. The laundry work of the island is now all done by natives and Indians, and the methods are the most primitive. The clothes are washed by beating them with a stick, or by soaping them and then pounding or whipping them over a wooden block or stone. This method is not only unsatisfactory as a means of removing the dirt from the fabric, but it is also extremely destructive to the articles so treated. On account of the climate, all the people in Zanzibar wear white duck suits, and a clean suit is required every day, which necessarily makes a great deal of laundry business. The natives and Indians derive a profit even with their crude methods. The rate charged is about 4 cents per garment. No starch is used in the white garments worn here, and with improved facilities the business could be made remunerative even at the present rate.

## COCOANUT OIL.

The manufacture of cocoanut oil is another branch of industry for which Zanzibar offers a good field. I have not statistics at hand to show the cost of manufacture and the price of the product, but cocoanut oil is manufactured profitably in India. The fruit can be produced here as cheaply as any place in the world, and labor is quite as inexpensive as in India. Large quantities of cocoanuts of a very fine quality are grown on the island of Zanzibar, and are being shipped every year to Europe and America, where they are converted into oil.

## EXPORTS.

Following is a summary of the exports from Zanzibar to the United States for the quarter ended December 31, 1899:

Article.	Quantity.	Value.	
		Rupees.	
Chillies.....	bales.....	873	19,328 5 10
Cowhides.....	do.....	489	34,728 4 0
Calfskins.....	do.....	62	11,200 6 6
Cloves.....	do.....	618	9,170 3 4
Goatskins.....	do.....	310	58,883 0 19
Gum amini.....	cases.....	30	10,041 12 9
Gum copal.....	do.....	40	9,892 8 17
Ivory.....	tunks.....	90	62,223 15 9
Total.....			70,359.88

R. E. MANSFIELD, *Consul.*

ZANZIBAR, *December 31, 1899.*

# NORTH AMERICA.

## DOMINION OF CANADA.

### REPORT FROM CONSULATE-GENERAL AT OTTAWA.

In reply to circular instructions of July 10, 1899, I have to report that the past year has been one of the most prosperous Canada has ever known. Her business has rapidly increased, the development in many instances being very marked. The imports from the United States have gained materially, and altogether the year has been most successful.

I would especially call attention to the gain in agricultural implements imported from the United States into Canada, also flour and coal, as the following comparative statement (unrevised) of the principal articles of merchandise (home produce) entered during the eleven months ended May 31, 1898-99, shows:

Articles.	1898.	1899.
Agricultural implements .....	\$641,492	\$1,215,914
Horses .....	706,249	612,366
Books, maps, engravings, etc .....	664,945	782,324
Corn .....	6,849,726	6,220,319
Wheat .....	4,699,490	5,888,929
Wheat flour .....	2,433,492	3,318,139
Coal .....	8,135,075	9,135,075
Cotton:		
Unmanufactured .....	3,899,964	2,909,747
Colored and uncolored .....	649,144	780,304
Other manufactures .....	1,534,766	1,772,704
Cycles and parts of .....	551,870	538,372
Fruits and nuts .....	1,070,240	1,034,555
Iron and steel, and manufactures of builders' hardware, and saws and tools ..	657,514	823,256
Steel bars, and rails for railways .....	1,245,680	1,493,592
Oil, mineral, refined .....	706,397	723,718
Seeds .....	480,791	1,379,747
Tobacco, leaf, stems, and trimmings .....	654,066	1,047,079
Lumber, boards, planks, deals, joists, etc .....	944,071	1,163,634

Total for all goods exported from the United States to Canada, for the eleven months: 1898, \$76,133,574; 1899, \$81,942,749.

The following is a comparative statement (unrevised) of the quantities and values of the principal articles of merchandise exported to the United States from British North America, for the eleven months ended May 31, 1898 and 1899:

Articles.	1898.	1899.
Horses (free) .....	\$65,507	\$51,828
Horses (dutiable) .....	208,601	204,660
Coal, bituminous (dutiable) .....	2,100,094	2,461,094
Hides and skins, other than fur (free and dutiable) .....	1,027,857	1,094,627
Lead and manufactures of (dutiable) .....	817,747	809,068
Wood, manufactures of, boards, planks, etc. (free and dutiable) .....	3,091,777	3,546,358

Total of all goods exported to the United States from British North America, for the eleven months ended May 31, 1898 and 1899: 1898, \$23,717,539; 1899, \$23,471,019.

The following is a general statement of the principal goods imported from the United States at the port of Ottawa, Canada, for six months from January 1, 1899, to June 30, 1899:

## DUTIABLE.

Acids.....	\$3,994.00
Baking powders.....	764.00
Books, printed.....	2,514.00
Brass, wire cloth.....	2,967.00
Bicycles, tricycles, and parts of.....	17,462.00
Cars, railway cars, and parts of.....	64,954.00
Cement, Portland.....	975.00
Railway passenger cars, first-class.....	33,570.00
Cotton duck.....	1,300.00
Clothing.....	2,402.00
Felt cloth.....	3,083.00
Fabrics, printed, dyed, and colored.....	8,861.00
Dressing, harness leather and shoes.....	932.00
Electric apparatus.....	2,697.00
Electric motors, dynamos, generators, etc.....	17,344.00
Electric-light carbons over 6 inches circumference.....	1,708.00
Electric apparatus, insulators of all kinds, electric batteries.....	2,024.00
Oysters, shelled, in bulk.....	2,559.00
Oranges, lemons, and limes.....	10,770.00
Dates.....	849.00
Furniture, house, office, store, cabinet, of wood, iron, or other material.....	5,258.00
Hardware.....	3,147.00
Hats, beaver, silk, or felt.....	3,215.00
Hats, straw, glass, chip, or other material.....	1,688.00
Harvesters, self-binding and without binders.....	7,917.00
Horse rakes.....	1,402.00
Mowing machines.....	8,163.00
Rolled iron or steel hoops, bands, scroll, or strip, thinner than No. 18 gauge.....	1,019.00
Tools, hand, or machine of all kinds.....	4,132.00
Saws.....	610.00
Stoves of all kinds and parts thereof.....	1,999.00
Russia iron, flat galvanized iron or steel sheets, terne plates and rolled sheets of iron or steel, coated with zinc, spelter, or other metal.....	2,401.00
Lamp chimneys.....	554.00
Boots and shoes.....	12,478.00
Lamp side lights, headlights, lanterns, and chandeliers.....	1,036.00
Machinery, composed wholly or in part of iron or steel. (This does not include portable machines, folders, cutters, horsepower, portable engines, portable sawmills, and planing mills, sewing machines and typewriting machines).....	39,690.00
Coal and kerosene, distilled, purified, or refined, naphtha or petroleum.....	6,659.00
Coal, bituminous.....	42,202.00
Paints, colors, dry.....	1,603.00
Dry, white and red, lead, orange, mineral and zinc lead.....	2,227.00
Paper hangings or wall papers.....	1,076.00
Pencils, lead in wood or otherwise.....	442.00
Pork, barreled in brine.....	40,804.00
Seeds, garden, field, and other seeds.....	6,765.00
Sugar, above No. 16 Dutch standard in color, and all refined sugars of whatever kind, grades, or standards.....	38,371.00
Turpentine, spirits of.....	777.00
Whips of all kinds, including thongs and lashes.....	298.00
Wood pulp.....	588.00
Wire, single or several, covered with cotton, linen, silk, or rubber or other material.....	9,721.00
Whisky.....	894.00

## FREE.

Coal, anthracite and anthracite coal dust .....	\$132,939.00
Oak lumber .....	42,440.00
Cherry, chestnut, greenwood, hickory, and whitewood .....	8,445.00
Fur skins of all kinds, not dressed in any manner .....	1,448.00
Pitch, pine .....	7,605.00
Horsehair, not further manufactured than simply cleaned and dyed and dipped for use in the manufacturing of hair cloth .....	1,514.00
Wool, not further prepared than washed .....	37,787.00
Indian corn .....	14,808.00
Bananas .....	12,490.00
Binders' twine of jute, hemp, manila, or sisal .....	4,390.59
Coke .....	1,090.00
Cotton waste, not dyed .....	3,690.00
Alum, in bulk only, ground or unground .....	6,170.00
Soda, nitrate of, soda ash, soda caustic, bichromate of soda, sal soda, or salcite of soda in crystals or in solution .....	3,243.00
Brass in strips, sheets or plates, not polished, planished, or coated .....	3,462.00
Steel strips and flat steel wire, imported by manufacturers of buckthorn and plain strip fencing, for use in their own factories in the manufac- ture thereof .....	8,791.00
Barbed fencing wire of iron and steel .....	8,859.00
Potash, chlorate of, not further prepared than ground, and free from ad- mixture of any other substance .....	2,240.00
Total of all the goods imported from the United States at the port of Ottawa, Canada, from January 1, 1899, to June 30, 1899:	
Free .....	\$465,266.00
Dutiable .....	666,932.00
Total .....	<u>1,132,198.00</u>

Total of all the goods imported from Great Britain at the port of Ottawa, Canada,  
from January 1, 1899, to June 30, 1899:

Free .....	\$86,450.00
Dutiable .....	212,013.00
Total .....	<u>298,463.00</u>

*Butter, cheese, bacon, and hams, exported to Great Britain from the United States and Can-  
ada during the years ended June 30, 1898 and 1899.*

	1898.		1899.	
	United States.	Canada.	United States.	Canada.
	<i>Out.</i>	<i>Out.</i>	<i>Out.</i>	<i>Out.</i>
Butter .....	115,440	119,247	115,661	163,012
Cheese .....	618,672	1,504,281	536,277	1,445,564
Bacon .....	8,974,717	872,296	4,014,388	500,101
Hams .....	1,789,670	120,304	1,786,830	142,478

*Number of vessels and the number of tons on the registry books of the Dominion of Canada on  
December 31, 1897 and 1898.*

	1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.
New Brunswick .....	923	103,564	903	96,257
Nova Scotia .....	2,204	283,056	2,167	262,176
Quebec .....	1,480	158,077	1,878	144,447
Ontario .....	1,424	135,349	1,452	134,180
Prince Edward Island .....	174	15,812	178	15,979
British Columbia .....	364	28,604	444	40,304
Manitoba .....	115	7,272	121	7,489
Total .....	<u>6,684</u>	<u>731,764</u>	<u>6,643</u>	<u>698,782</u>

*Number of new vessels built and registered in the Dominion of Canada in the year ending December 31, 1898.*

	Sailing ships and steamers.	Net tonnage.
New Brunswick .....	81	790
Nova Scotia .....	67	4,902
Quebec .....	51	4,189
Ontario .....	46	1,872
Prince Edward Island .....	5	872
British Columbia .....	72	12,225
Manitoba .....	6	159

## RAILWAYS AND CANALS.

During the past year the railways of Canada have increased 183 miles, the number of miles of completed railway being 16,870, besides 2,248 miles of sidings. The number of miles laid with steel rails was 16,622, of which 553 miles were double track. The number of miles in operation was 16,718. The number of railways in actual operation, including the two Government roads, the Intercolonial and the Prince Edward Island railways, was 146.

The proposed Georgian Bay Canal was not carried through Parliament this last session, but there has been an English syndicate formed to build it. It will connect the Great Lakes with the Atlantic.

In the lake and rail line between the Great Lakes and Montreal there has been a material increase in traffic this year over last.

The Canada Atlantic Railway, which previous to this year has done a strictly railway business, has within the past few days purchased two of the largest steamers on the Great Lakes, and is negotiating for several more. It is proposed to run a direct line from Chicago, Milwaukee, and Duluth. These steamers will connect with the Canada Atlantic and Ottawa, Arnprior and Parry Sound systems at Depot Harbor.

In regard to canals for the Dominion, I would say that the total expenditure charged to the capital account on the original construction and the enlargement of the public canals of the Dominion up to June 30, 1898, was \$72,504,401.85. A further sum of \$15,067,096.31 was expended on the renewals, maintenance, and operation of these works, making a total of \$87,571,498.16.

The total revenues derived, including tolls and renewals of land and water powers, amounted to \$11,710,240.08.

The total expenditure for the fiscal year ended June 30, 1898, was as follows: On construction and enlargement, \$3,207,249.79; for repairs, renewals, and operation, \$624,755.96; making a total for the year of \$3,932,005.75.

The total net revenue for the fiscal year ending June 30, 1898, was \$407,662.81, an increase compared with the previous year of \$22,882.28. The net canal tolls amounted to \$344,057.13, an increase of \$22,429.80, and the rents received to \$440,503.90, a decrease of \$549.25.

The above is taken from the report of the department of railways and canals for the fiscal year ending June 30, 1898.

I inclose with this report a list of illustrations issued by the department of public works, which contains the Chief Engineers Report and a special Appendix A and B. I also inclose some charts showing the

St. Marys Ship Canal and St. Marys Falls Canal, Trent Navigation and Murray Canal, St. Lawrence, Ottawa, Rideau, and Richelieu canals; also Welland Canal, between Lakes Erie and Ontario.<sup>1</sup>

#### TELEGRAPHS.

According to the last report of the deputy minister of public works for the fiscal year ending June 30, 1898, work has been commenced by the department for the extension of the telegraph system on the north shore of the St. Lawrence, from Pointe Aux Esquimaux eastward. Already, at the end of the fiscal year 1898, nearly 100 miles of the extension of the said telegraph line had been built, and during the next fiscal year it is proposed to push the work with great activity.

As was outlined in the last annual report, it is the intention of the department to give to the shipping on the St. Lawrence uninterrupted telegraphic communication from the Straits of Belle Isle with the whole of Canada. The difficulties in the way of constructing the telegraph line are very great. The country is for the most part barren and difficult of access. For a portion extending far into the interior, the country is nothing but a bare rock with no vegetation and no trees of any size whence the supply of poles could be had. It can be seen at a glance that the construction of a telegraph line must be attended with great difficulties, and will cost per mile a much larger amount than any of the lines which have yet been constructed in Canada.

While examining the water route into the Yukon district during the course of the last fiscal year, the chief engineer of the department, Mr. Coste, was also instructed to inquire into the possibility and best means of connecting the Yukon district with eastern Canada by means of a telegraph line. At the conclusion of the fiscal year his report was not yet in the possession of the department, but it appears at present that the first work to be performed, if the Government takes action in building the line, would be the connection of Dawson City with the nearest coast harbor, that of Skagway. A telegraph line built across the water, stretching from Dawson to Lake Bennett, would not only give the further telegraph communication required, but would, by the establishment of stations along the route, render communication and traffic much more easy in that section which such a large number of people have been traversing in order to reach the gold fields. It is expected that such a line would yield a revenue that would pay a handsome surplus over the maintenance and operating expenses.<sup>2</sup>

There are now 2,958½ miles of telegraph lines under the control of this department, divided into 2,751½ miles of land lines and 207½ miles of cables, as follows:

	Land lines.	Cables.
	<i>Miles.</i>	<i>Miles.</i>
Newfoundland.....	14	.....
Nova Scotia.....	229½	22½
New Brunswick.....	76	10½
Quebec.....	1,142½	164½
Ontario.....	24½	9½
British Columbia.....	698	.....
Northwest Territories.....	567	.....
Total.....	2,751½	207½

<sup>1</sup> Filed for reference in Bureau of Foreign Commerce.

<sup>2</sup> Telegraph communication with Dawson is now open. See Advance Sheets of Consular Reports No. 600, December 11, 1899.

## LUMBER.

The lumber trade for the past year has been very brisk, and at the present time is much greater than at the same date last year. The lumber exported to the United States from Ottawa for the first six months of 1898 was valued at \$580,368.98 and for the first six months of 1899 it was \$701,993.40, an increase of \$121,624.42. The shipments would be much greater, but there seems to be a lack of cars for transportation.

There has been no increase in freight rates, with the exception of hay, which has been advanced 1 cent per 100.

## TARIFF.

There have been few changes during the last year in the customs tariff. The following is a copy of those assented to on the 13th of June, 1898:

## AN ACT to amend the customs tariff, 1897.

Her Majesty, by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. Section 6 of the customs tariff, 1897, is hereby repealed and the following is substituted therefor:

"6. The importation into Canada of any goods enumerated, described, or referred to in Schedule C to this act is prohibited; and any such goods imported shall thereby become forfeited to the Crown and shall be destroyed or otherwise dealt with as the minister of customs directs; and any person importing any such prohibited goods, or causing or permitting them to be imported, shall for each offence incur a penalty not exceeding two hundred dollars."

2. On and after the first day of August, one thousand eight hundred and ninety-eight, section 17 of the said act shall be repealed and the following shall be substituted therefor:

"17. Articles which are the growth, produce, or manufacture of any of the following countries may, when imported direct into Canada from any of such countries, be entered for duty or taken out of warehouse for consumption in Canada at the reduced rate of duty provided in the British preferential tariff set forth in Schedule D to this act:

"(a) The United Kingdom;

"(b) The British colony of Bermuda;

"(c) The British colonies commonly called the British West Indies, including the following:

"The Bahamas;

"Jamaica;

"Turks and Caicos islands;

"The Leeward Islands (Antigua, St. Christopher-Nevis, Dominica, Montserrat, and the Virgin islands);

"The Windward Islands (Grenada, St. Vincent, and St. Lucia);

"Barbados;

"Trinidad and Tobago;

"(d) British Guiana;

"(e) Any other British colony or possession the customs tariff of which is, on the whole, as favorable to Canada as the British preferential tariff herein referred to is to such colony or possession.

"Provided, however, That manufactured articles, to be admitted under such preferential tariff, shall be bona fide the manufactures of a country or countries entitled to the benefits of such tariff, and that such benefits shall not extend to the importation of articles into the production of which there has not entered a substantial portion of the labor of such countries. Any question arising as to any article being entitled to such benefits shall be decided by the minister of customs, whose decision shall be final.

"2. Raw sugar, including all sugar described in item 436 of Schedule A, may, when imported direct from any British colony or possession, be entered for duty or taken out of warehouse for consumption in Canada at the reduced rate of duty provided in the British preferential tariff.



"3. The minister of customs, with the approval of the governor in council, shall determine what British colonies or possessions shall be entitled to the benefits of the preferential tariff under paragraph (c) of subsection 1 of this section.

"4. The minister of customs may, with the approval of the governor in council, make such regulations as are deemed necessary for carrying out the intention of this section."

3. Item 221 in Schedule A to the said act is hereby repealed and the following substituted therefor:

"221. India-rubber boots and shoes, rubber belting, rubber cement, and all manufactures of india rubber and gutta-percha, n. o. p., twenty-five per cent ad valorem, 25 p. c."

4. Items 435 and 436 in Schedule A to the said act are hereby repealed and the following are substituted therefor:

"435. All sugar above number sixteen Dutch standard in color, and all refined sugars of whatever kinds, grades, or standards, testing not more than eighty-eight degrees by the polariscope, one dollar and eight cents per one hundred pounds, and for each additional degree one and one-half cent per one hundred pounds. Fractions of five-tenths of a degree or less not to be subject to duty, and fractions of more than five-tenths to be dutiable as a degree.

"436. Sugar n. e. s. not above number sixteen Dutch standard in color, sugar drainings or pumpings drained in transit, melado or concentrated melado, tank bottoms, and sugar concrete, testing not more than seventy-five degrees by the polariscope, forty cents per one hundred pounds, and for each additional degree one and one-half cent per one hundred pounds. Fractions of five-tenths of a degree or less not to be subject to duty, and fractions of more than five-tenths to be dutiable as a degree. The usual packages in which imported to be free.

5. On and after the first day of July, one thousand eight hundred and ninety-eight, items 445 and 446 in Schedule A to the said act shall be repealed.

6. On and after the said first day of July the following item shall be inserted in Schedule B to the said act instead of item 616:

"616. Tobacco, unmanufactured, for excise purposes under conditions of the inland revenue act."

7. On and after the first day of August, one thousand eight hundred and ninety-eight, Schedule D to the said act shall be repealed and the following substituted therefor:

#### "SCHEDULE D.

#### "BRITISH PREFERENTIAL TARIFF.

"On articles entitled to the benefits of this preferential tariff under section seventeen, the duties mentioned in Schedule A shall be reduced as follows: The reduction shall be one-fourth of the duty mentioned in Schedule A, and the duty to be levied, collected, and paid shall be three-fourths of the duty mentioned in Schedule A.

"Provided, however, That this reduction shall not apply to any of the following articles and that such articles shall in all cases be subject to the duties mentioned in Schedule A, viz, wines, malt liquors, spirits, spirituous liquors, liquid medicines, and articles containing alcohol, tobacco, cigars, and cigarettes.

"Provided further, That the reduction shall only apply to refined sugar when evidence satisfactory to the minister of customs is furnished that such refined sugar has been manufactured wholly from raw sugar produced in the British colonies or possessions."

8. Except as herein otherwise provided, this act shall be held to have come into force on the sixth day of April, in the present year, one thousand eight hundred and ninety-eight.

#### BAGGAGE AND SAMPLES.

The following is the memorandum of the customs department regarding travelers' baggage and commercial samples, which will explain itself:

OTTAWA, January 7, 1898.

#### *Consolidated memorandum re travelers' baggage and commercial samples.*

Memoranda Nos. 330, 441, 518, and 595 are hereby consolidated and amended and the following instructions and regulations are substituted therefor:

1. Wearing apparel, articles of personal adornment, toilet articles, and similar personal effects of persons arriving in Canada may be passed free, without entry at

customs, as travelers' baggage under the provisions of the customs tariff; but this provision shall only include such articles as actually accompany and are in use of and as are necessary and appropriate for the wear and use of such persons for the immediate purpose of the journey and present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other persons or for sale.

2. Cards, portfolios, pasteboard boxes, or other coverings containing cut samples of cloth, edging, textile fabrics, buttons of various patterns, and other articles, being representatives of goods and obviously intended for use only as samples to sell by, and having no commercial value, may be admitted free of duty.

3. The term "no commercial value" does not apply to portfolio boxes or other coverings used in displaying samples, which are susceptible of being adapted to other use.

4. Samples, such as are carried by commercial travelers, together with the trunks and other "packages" containing them, are dutiable, excepting such as are of no commercial value, as hereinbefore mentioned.

JOHN McDUGALD,  
*Commissioner of Customs.*

The following extracts are from the existing postal rates of the Dominion of Canada:

Letters addressed to places in Canada and the United States, 2 cents per ounce or fraction thereof.

The United Kingdom, Aden, Ascension, Bahama Islands, Barbados, Bermuda, British Central Africa, British East Africa, British Guiana, British Honduras, British India, British North Borneo (including Labuan), Ceylon, Cyprus, Falkland Islands, Fiji, Gambia, Gibraltar, Gold Coast colony, Hongkong, Jamaica, Johore, Lagos, Leeward Islands, Malay States, Mauritius, Malta, Natal, Newfoundland, Niger Coast Protectorate, Niger Company's territories, Sarawak, Seychelles, Sierra Leone, Straits Settlements, St. Helena, Tobago, Trinidad, Turks Island, Uganda, Windward Islands, and Zanzibar, 2 cents per half ounce or fraction thereof.

Letters to all countries not mentioned above, 5 cents per half ounce or fraction thereof.

Post cards for Canada and the United States, 1 cent each. For Great Britain and all Postal Union countries, 2 cents each. Reply cards for Canada and the United States, 2 cents each; but these cards may also be posted for transmission to the United Kingdom if an additional 1-cent stamp is affixed to each of the halves. Nothing must be attached to a post card, nor must the card be cut or defaced in any way.

#### SECOND-CLASS MATTER.

Newspapers and periodicals published not less frequently than once a month and posted from the office of publication for transmission to regular subscribers in Canada, the United States, and Newfoundland must be prepaid one-half cent per pound, bulk weight. All specimen copies and all copies of publications published less frequently than once a month must be prepaid 1 cent for each pound or fraction of a pound.

#### THIRD-CLASS MATTER.

Matter of this class must be so packed or put up as to be easily opened for examination, and there must be no correspondence inclosed. The limit of weight to Canada and the United States is 5 pounds, and no package may exceed 30 inches in length, and the length and girth combined must not exceed 6 feet.

#### NEWSPAPERS AND PERIODICALS.

All drop newspapers and periodicals (for delivery where posted) and transient newspapers and periodicals posted for transmission to places in Canada and the United States must be prepaid 1 cent per 4 ounces or fraction of 4 ounces; weighing not more than 1 ounce each, they may be posted singly if prepaid one-half cent each. The postage to all other Postal Union countries is 1 cent per 2 ounces.

#### BOOKS, ETC., AND MISCELLANEOUS MATTER.

The postage on books, pamphlets, printed circulars, occasional publications, etc., addressed to Canada is 1 cent per 4 ounces; to the United States, Great Britain, and all Postal Union countries, 1 cent per 2 ounces. The postage on printers' proof sheets,

maps, prints, drawings, engravings, lithographs, photographs, sheet music etc., addressed to Canada, the United States, Great Britain, or any Postal Union country is 1 cent per 2 ounces. Printed stationery, school or college examination papers, distinctly marked as such, municipal assessment rolls, and statute labor returns may pass in Canada at the rate of 1 cent per 2 ounces. The limit of weight for Great Britain is 5 pounds; for other Postal Union countries, 4 pounds, and no package must exceed 2 feet in length by 1 foot in width or depth.

Seeds, cuttings, bulbs, roots, and scions or grafts can only be sent to the United States as fifth-class matter; when posted for deliver— in Canada, the postage is 1 cent per 4 ounces, and the limit of weight, 5 pounds.

#### PATTERNS AND SAMPLES.

Actual patterns and samples of merchandise, not exceeding 24 ounces in weight, except samples of tea which must not exceed 8 ounces, may be sent to any place in Canada for 1 cent per 4 ounces. Goods sent in execution of an order, however small the quantity may be, or articles sent by one private individual to another, not being actually trade patterns or samples, are not admissible as such. Postage, etc., for British and foreign countries is 2 cents for the first 4 ounces and 1 cent for every additional 2 ounces. Limits of weight and size: United Kingdom, 5 pounds, and 2 feet in length by 1 in breadth or depth; Austria-Hungary, Belgium, Egypt, France, Hawaii, Italy, Portugal, Roumania, and Switzerland, 12 ounces, and 1 foot in length by 8 inches in width and 4 inches in depth; other Postal Union countries, 8 ounces, and 1 foot in length by 8 inches in width and 4 inches in depth.

#### FOURTH-CLASS MATTER

Comprises such articles of general merchandise as are not entitled to any lower rate of postage. Postage, 1 cent per ounce or fraction of an ounce. Limit of weight, 5 pounds; of size, 30 inches in length, and the length and girth combined must not exceed 6 feet. Matter claiming to be fourth-class must be open to inspection, and there must be no correspondence inclosed. Packages of fourth-class matter may be sent to the United States for the same prepayment as is required within the Dominion, but the contents will be liable to customs inspection and collection of duty in the United States. Sealed tins containing fish, lobster, vegetables, meats, etc., if put up in a solid manner and labeled in such a way as to fully indicate the nature of their contents, may be sent as fourth-class matter within the Dominion, but no sealed matter can be forwarded to the United States under this head. Liquids, oils, and fatty substances may be sent to places in Canada and the United States as fourth-class if put up in accordance with the ruling referring to such articles in the Canada Postal Guide for 1899, page xvii.

CHARLES E. TURNER,  
*Consul-General.*

OTTAWA. *October 28, 1899.*

#### REPORT FROM CONSULATE-GENERAL AT MONTREAL.

##### GENERAL TRADE CONDITIONS.

Authorities generally agree that the volume of trade in Montreal at present is much larger than a year ago.

The following figures, being the combined value of imports and exports of the port of Montreal for the years 1878, 1888, 1898, indicate the progress of business:

1878.....	\$46,761,411
1888.....	63,905,921
1898.....	123,846,883

Business in wholesale as well as retail circles has continued fair throughout the summer, and although sales are close and profits small, merchants declare they are more remunerative than for years past, as cutting is not so general as it used to be and payments are more prompt. Business men here have at last adopted modern methods;

indefinite credits are no longer given; thirty days is the general time of credit, and a liberal discount for cash is allowed.

*Revenue.*—In point of volume of business, no previous year in the history of Canada approached that of the fiscal year which ended on June 30 last. This is, shown by the customs revenue collected at this port. Five years ago, the total amount collected was \$5,983,340; in the two succeeding years there was a slight betterment. In the fiscal year ended June 30, 1898, customs duties amounted to \$7,207,005, while in the year just closed the sum of \$8,662,770 was collected. This represents a gain of 20 per cent, or \$1,455,700 in a single year, and reflects accurately the expansion of trade the Dominion has experienced.

In addition to the customs revenue received at this port, the harbor commission revenue amounted to \$250,000; the pilotage dues to another \$80,000, and mariner and steamboat inspector fees to \$10,000. As much more as this last figure came from minor sources, so that in all the revenue collected at the port of Montreal has exceeded \$9,000,000. The total customs revenue for the whole Dominion during the last year was \$25,400,000, so that one-third of this principal source of public revenue comes from this port.

*Dairy Products.*—The demand for Canadian cheese and butter in England just now has caused a buoyancy in the market of these products here. Cheese is selling for export to the United Kingdom at a fraction over 9 cents. Tub butter for the same destination sells readily at 18½ to 19 cents. There is no disguising the fact that John Bull will buy Canadian produce in increased volume this year, and particularly is his demand increased by reason of the fact that his own make of cheese, according to report, gives every promise of being below expectations. An analysis of the past week's shipments from Montreal is interesting. The shipment of cheese reached the magnificent total of 112,256 boxes, as compared with only 77,192 boxes for the corresponding week last year, or an increase of 35,064 boxes. This brings the total shipment of the season up to 806,018 boxes, in comparison with 637,344 boxes a year ago. But while this gain in itself is notable, the increase in the butter movement for the year is still more more striking. Last week, Montreal shipped no less than 23,741 packages, compared with 2,449 packages last year, making the total for this year 128,256, against 57,405 last year, or more than double.

Another thing of equal importance to the dairymen is the continued rise in prices, last week having seen a gain of half a cent a pound in cheese over the week previous. Butter, too, has been very firm, and producers of both have every reason for satisfaction with the outlook. This season, as in past years, much has depended on the quality of the Canadian product, and as far as can be learned it has been sustained. Under enlightened systems of producing cheese and butter, Canada has made rapid strides, and if this present season can pass without speculators being carried away by the activity, it must at its close be put down as a record maker.

The notable thing in the dairy produce trade was the drop of over 200,000 boxes in the cheese exports for the season of 1898. In 1897, after a steady growth from 1,104,000 boxes in 1887, the two million mark was passed, and the figure of 2,102,985 boxes was reached. In 1898 the total is 1,888,785 boxes. A variety of causes produced the unfavorable showing. There was a light production of fodder stuff in the early season, and low prices during the great part of the

summer were not calculated to encourage factorymen. The loss was partly made up for by the larger output of butter, which many of the factories have been adapted to produce as the season warrants. The butter exports via Montreal have varied almost as greatly as those of sheep. In 1880, they were up to 194,000 packages; in 1894 they dropped to 32,000. Then the attention given by the officials and instructors of the various governments began to tell. The adoption of the same methods that so improved the cheese product helped the butter trade. In 1895, there were sent across the Atlantic via this port 69,664 packages. They almost quadrupled in the next three seasons, and in that of 1898 reached 278,922 in number. The gain was made in face of the competition of both European and Australasian exporters, the one seeking to retain and the other to capture a share of the British market. It is a justification of the steps taken to promote the industry, and gives reason for expecting that what has been won will be held and perhaps added to. This would need to be the case if the decline in the cheese exports should continue, as even with the gain shown in butter, the drop in the value of products exported from Montreal last season is not measured by less than a million dollars. It is the one drawback in the generally satisfactory record.

*Cotton and Woolen.*—There is a fair demand for cotton and woolen goods. A large quantity of last season's wool clip is still on the Canadian market, there being probably 400,000 pounds in Toronto alone, none of which was bought at less than 16 cents. New fleece wool is coming in freely, and though dealers entered the market at first at 14 cents a pound they are not anxious to buy, and it is not unlikely that growers and country merchants will carry part of the clip well into the season. In the country districts local causes have slightly advanced prices, and general storekeepers and some manufacturers have paid 16 cents a pound in some cases. The present price of Canadian fleece is the lowest on record, and is 2 cents per pound lower than the price of wool at the same season in any of the past eleven years.

The success of the cotton manufactories in the Provinces of Quebec and Ontario is astounding to most people. The Dominion cotton mills may be taken as an example. The annual report recently submitted to the directory showed that the profits for the past year had amounted to \$435,888.98, and out of this the dividend, interest on bonds, etc., had to be deducted. The company had sold during the year goods to the amount of \$2,325,000. It had earned 10 and paid 6 per cent, and instead of paying \$73,000 in commissions as formerly, the work was now done for \$28,000. The total assets of the company reached \$8,000,000, the capital being \$3,000,000, and it was reported that they had on hand \$900,000 worth of raw cotton. All of the mills owned by the company were being fitted up with the best and most modern machinery, and as the demand for the output is good in Canada, the outlook was considered good. There was an increase in the profits over the preceding year of \$129,000, and the sum of \$148,000 was carried forward.

The rapid up-building of the cotton industry is attributed to the Canadian tariff. Raw cotton is admitted free; the tariff on manufactured cotton goods is heavy, and labor is cheaper than in the United States, with no fear of strikes.

*Lumber.*—The shipments of lumber to Great Britain from this port during the summer of 1898 were as follows:

	Feet.
Messrs. Dobell, Beckett & Co .....	78, 924, 116
Messrs. W. & J. Sharples .....	62, 488, 502
Messrs. Watson & Todd .....	44, 819, 842
Messrs. Robert Cox & Co .....	39, 627, 140
Messrs. McArthur Bros .....	35, 595, 536
Messrs. J. Bursell & Co .....	30, 802, 571
Messrs. E. H. LeMay .....	5, 122, 000

*Iron and steel imports.*—A country's annual consumption of manufactures of iron and steel may, in perhaps every case, be taken as a complete indication of its material progress or prosperity. The higher the standards of civilization, the greater is the diversity in the uses to which the metals, especially iron, are put. The more widespread the material prosperity, the greater the need of iron and steel in all the processes of production, transportation, and organization. The altered purchasing power of a community is clearly reflected in its use of these materials and their products. There is an excellent proof of this in the figures showing the variations of Canada's commerce from year to year. Thus, in 1890, the value of imports of iron and steel in all forms amounted to thirteen and a half millions. In 1895, after a period of bad times, the imports had fallen to less than nine millions. There was a partial, but slow recovery in 1896 and 1897, and in 1898, keeping pace with the general prosperity of that year, the importations increased to seventeen millions. For the financial year ending June 30, the total is a full nineteen millions, or more than twice the amount of the importations in 1895. The accompanying table shows the variation from year to year since 1890:

1890 .....	\$13, 524, 442	1895 .....	\$8, 881, 414
1891 .....	13, 815, 080	1896 .....	10, 203, 052
1892 .....	12, 405, 683	1897 .....	10, 785, 576
1893 .....	12, 784, 044	1898 .....	17, 106, 207
1894 .....	11, 040, 619	1899 .....	19, 000, 000

*Hog products.*—In reply to a question as to what is causing the scarcity of hog products on this market, the representative of a large packing house in Toronto stated that it was owing to the large exports to England and the Klondike. During the last month the exports of bacon to England have increased wonderfully, and packers now find that the old-country market shows more profit than does the home one. Hogs are shipped in half, as the Wiltshire bacon, and in this way everything is taken, and the expense of preparation is low. Canadian bacon sells for 14s (\$3.40) over the American bacon, and has even been shipped to Ireland to be repacked and sent forward as Irish goods. This large English demand is owing to the fact that Canadians are careful to breed pigs which produce the right kind of bacon, viz., plenty of lean meat with an even layer of fat from head to tail, whereas Americans breed heavy-shouldered, over-fat swine. The feeding has also much to do with it, and in this also Canadians have the advantage, for they allow the young pigs enough exercise to give them a strong foundation. They feed pease, milk, and vegetables largely, with a comparatively small amount of corn, whereas American hogs are fattened almost exclusively on the grain.

*Live stock exports.*—The live stock and dairy produce exports were the unsatisfactory features of the St. Lawrence season of 1898, the

exports of cattle, of sheep and horses, and of cheese all showing a falling off, the total of which means a considerable loss to the shipping of this port especially, a loss, however, that was partly compensated for by larger shipments in other lines of merchandise. Comparing the live-stock exports of the season of 1898 with those of 1897, the following is shown:

	1898.	1897.
Cattle.....	101,236	121,376
Sheep.....	34,991	61,254
Horses.....	5,822	10,061

In regard to cattle, the decrease is a loss to the port rather than to the trade. Of the total decline in numbers of 20,139 head, about a third (6,452) was in United States cattle shipped through Canada in bond. The difference between this and last year's figures was also made up for by the shipment through United States points, chiefly via Boston, of considerable quantities of Canadian fattened cattle. The Buffalo market has also been a competitor with Montreal, and took in 1898 from western Ontario a considerable number of lean animals to be fattened by United States feeders. How far this competition will be permanent remains to be seen. It is in one sense not a profitable diversion, so far as the country is concerned, it being better to get the price of the fattened than of the lean beast. The decline in the exports of sheep is possibly part of a permanent movement, though the variations of the trade have shown such marked fluctuations that predictions must be made with caution. Between 1892 and 1895 the shipments of sheep rose from 15,932 to 217,000, which was the record, and the yearly variations have been very wide. There is warrant in the past for not being surprised at a recovery in the future. In regard to the decline in the shipment of horses, there is a possibility that it will be permanent. Great Britain has been slow in adopting electricity for street-car propulsion, and the tramways of the great cities have given a market for a class of horses that has almost ceased to be used in North America. Now that the electric car is being introduced in some of the largest cities outside of London, there is little doubt that the trolley will rapidly replace the street-car horse in the old, as it has in the new land. If it does, the maintenance of the horse trade may depend on Canadian raisers being able to adapt their product to the new conditions. Neither trolley nor bicycle has killed the market for horses that can meet the popular taste and demand.

*Invoices.*—On the 1st of January last, some new customs regulations were put in force in regard to invoices under the general tariff. The following certificate to invoices is now required:

This invoice is true and correct, and where there is a difference between any of the prices shown therein and the ordinary credit price at which the same articles are now sold bona fide by the exporter, in like quantity and condition, at this place for consumption in this country, the latter prices are shown on the margin or elsewhere on such invoice.

Under the old form, the exporters simply had to certify that the invoice was correct.

The new certificate has been adopted with the object of securing a more just and faithful appraisal of goods under the law and in the

hope that it will be a means toward securing uniformity in values, which is very much desired, not only by the department, but by honest importers generally. The customs act, by which the department has to be governed in its administration, provides that whenever any duty, ad valorem, is imposed on goods imported into Canada, the value for duty shall be the fair market value thereof when sold for home consumption in the principal markets of the country whence the same were exported directly to Canada, at the date of shipment. The exporter may sell and the importer may purchase at prices lower than the home consumption value—that is perfectly legitimate business—but the provision of the law requires that the goods must be entered at the home-consumption value in the country of export. In very many cases, goods are sold in foreign countries for export to Canada at special prices, which are lower than the fair market value in the country of export, and consequently do not represent the correct value for duty purposes here. In such cases the old certificate, which is simply to the effect that the invoice is correct, is useless in determining the value for duty.

The importer is often without knowledge as to the home-consumption value, although he is required by the law to enter the goods at such value and to make oath thereto. The new regulation requires the exporter to show the home-market value on the margin or elsewhere of his invoice, where there is a difference between such value and the selling price shown on the invoice, and it will therefore be of assistance not only to the department but to the importer. It is hoped that the certificate will do away, in some degree at least, with the necessity for amended entries consequent upon goods being entered at invoice prices which do not represent the proper value for duty. The demands for such entries have been the cause of much friction between the department and importers in past years. It is not, of course, considered that the information given in the certificate will be absolutely accurate in all cases; allowance has to be made for misconception as to what constitutes the fair market price, to say nothing of fraud. It is felt, however, that on the whole the certificate will be of very material benefit, and it is conceived to be a step in the right direction. The objects of the department in prescribing a new certificate, namely, to secure as far as possible the proper collection of the revenue and to insure uniformity in such collection, can not but be approved by every honest importer. The necessity of having uniformity in the collection of duties has frequently been urged upon the department by business houses and boards of trade, and the department fully appreciates it and is endeavoring to effect it. Uniformity is desirable, not only in the interest of the business public, but also in the interest of the revenue. It should be noted that the certificate applies only to merchandise for entry under the general tariff. It need not be furnished in the case of goods subject to a specific duty, free goods, or goods not being merchandise.

*Banking.*—In the present trade situation in Canada, there are three things that can be considered with profit: the bank statement, the failure record, and the returns from the various clearing houses. All three have an important bearing on different branches of trade, and it is certainly significant that they are all unanimous in indicating general activity and business stability. The last bank statement, which covers the month of June, is a remarkable one in many respects, for not only



does it fully indicate trade animation, but shows an accumulation of public money in the banks that is nothing short of phenomenal. The deposits on demand and on notice were as follows:

	1899.	1898.
On demand.....	\$91,852,400	\$92,818,900
On notice.....	166,549,940	144,749,443
Total.....	258,392,340	227,068,343

This is an increase of no less than \$21,338,997 over last year, and a growth of \$2,083,836 within a month. Under ordinary circumstances such an expansion in deposits might be construed as showing a tendency toward conservatism on the part of the public, or, in other words, a disposition to bank money rather than put it into outside investments, on the basis of the old-time saw that a bird in the hand is worth two in the bush. Nothing of the kind can be thought at present. There is not a person in the country who can deny the fact that money is going into legitimate enterprises at an almost unprecedented rate, and when we see innumerable gold-mine corporations springing up in all directions, and money pouring into the hands of the promoters, it is only fair to say that the growth of the bank deposits in the face of it all is remarkable. Current loans and discounts during June reached \$250,974,387, against only \$222,413,538 a year ago, while call loans were \$30,659,460, against \$20,066,715. The amount of money in circulation was also greater by \$2,500,000 than last year, while the trade balance with the United Kingdom and the Continent was, as usual, vastly in favor of Canada.

The failure record is equally encouraging, and nothing better than the following, which tells the story for the past six months of the present year, could be hoped for:

	First six months.	
	1899.	1898.
Failures.....	684	818
Assets.....	\$1,875,246	\$2,646,070
Liabilities.....	4,636,641	5,799,643

Here we have a falling off in failures within the six months of no less than 16 per cent and a shrinkage in liabilities of 20 per cent. The improvement was noticed in all classes of trade, from financial concerns to small trading houses. The manufacturers made a good showing, the iron men particularly coming out well. In dry goods, too, there was an appreciable improvement, both the actual number of failures and the liabilities decreasing materially.

The best idea of the state of affairs in financial circles is of course furnished by the bank clearings, which for the month of June and the first six months of the year were:

JUNE.	
1899.....	\$124,449,837
1898.....	115,062,608
Increase.....	9,387,229

## SIX MONTHS.

1899.....	\$751, 440, 605
1898.....	675, 142, 795
Increase.....	76, 397, 810

This is an increase of 8 per cent for June, which is very satisfactory in view of the fact that that month practically saw the beginning of the dull period in the stock markets. Montreal has helped materially to swell the increases in the clearings, but there was not a city in the Dominion that did not show an increase for the six months.

## IMPORTS.

The value of the principal articles of merchandise entered for consumption at this port during the year ending December 31, 1898, was as follows:

Ale, beer, and porter.....	\$24, 534
Animals.....	2, 734
Books, pamphlets, etc.....	283, 363
Brass, manufactures of.....	112, 758
Breadstuffs:	
Grain of all kinds.....	827
Flour.....	1, 675
Meal, corn, and oats.....	1, 964
Rice.....	186, 616
Other breadstuffs.....	52, 831
Bicycles, etc.....	116, 059
Cars, railway and tram.....	2, 046
Cement, and manufactures of.....	405, 958
Coal, bituminous.....	88, 130
Copper, manufactures of.....	28, 289
Cotton:	
Not dyed, colored, etc.....	212, 663
Dyed, colored, etc.....	1, 067, 458
Clothing.....	113, 859
Thread, yarn, warp, etc.....	233, 133
Thread on spools.....	270, 478
Other manufactures of.....	221, 884
Drugs and medicines.....	635, 812
Earthenware, stone and china ware.....	224, 675
Fancy goods and embroideries, viz:	
Bracelets, braids, fringes, etc.....	314, 576
Laces, collars, nettings, etc.....	257, 970
All other fancy goods.....	100, 918
Miscellaneous:	
Flax, manufactures of.....	575, 008
Fish, and products of.....	146, 184
Fruits and nuts, dried.....	272, 066
Green, viz, oranges and lemons.....	291, 322
All other.....	86, 224
Furs, manufactures of.....	247, 700
Glass, manufactures of, viz:	
Bottles, tableware, etc.....	147, 992
Window.....	193, 592
Plate.....	99, 911
All other manufactures of.....	42, 043
Gunpowder and explosive substances.....	24, 572
Gutta-percha, manufactures of.....	124, 596
Hats, caps, and bonnets, beaver, silk, or felt.....	339, 148
All other.....	153, 912
Iron and steel, and manufactures of, viz:	
Band, hoop, sheet, and plate.....	677, 752
Bar iron and railway bars.....	30, 063

## Iron and steel, and manufactures of, viz—Continued.

Cutlery, hardware, tools, and implements.....	\$606, 324
Machines, machinery, and engines.....	716, 005
Pig iron, kentledge, and scrap.....	356, 056
Stoves and castings.....	41, 563
Iron and steel tubing.....	159, 729
Other manufactures.....	1, 685, 563
Jewelry and watches.....	326, 443
Lead, and manufactures of.....	172, 776
Leather, all kinds.....	457, 058
Boots and shoes.....	91, 294
All other manufactures of.....	48, 092
Marble and stone.....	52, 003
Metals, and manufactures of.....	204, 045
Musical instruments.....	63, 774
Oil:	
Mineral and products.....	96, 166
Flaxseed or linseed.....	171, 703
All other.....	200, 003
Paints and colors.....	422, 482
Paper, envelopes, etc.....	373, 239
Pickles, sauces, capers, all kinds.....	37, 624
Provisions:	
Lard, meats, fresh and salt.....	122, 794
Butter, cheese.....	10, 374
Seeds and roots.....	101, 692
Silk, manufactures of.....	1, 138, 211
Soap, all kinds.....	115, 046
Spices, ground and unground.....	47, 814
Spirits, all kinds.....	406, 686
Wines:	
Sparkling.....	88, 746
Other than sparkling.....	136, 231
Sugar.....	3, 669, 490
Molasses and sirups.....	200, 148
Tobacco and cigars.....	91, 079
Leaf.....	134, 355
Vegetables.....	72, 858
Wood, manufactures of.....	99, 485
Woolens—	
Carpets of all kinds.....	254, 574
Clothing.....	330, 860
Cloths, worsteds, coatings, etc.....	1, 061, 917
Dress goods.....	1, 575, 917
Knitted goods.....	324, 755
Shawls.....	19, 555
Yarns.....	39, 225
All other manufactures of.....	178, 088
All other dutiable goods.....	3, 625, 016
Total dutiable.....	28, 530, 143
Total free.....	20, 656, 021
Coin and bullion.....	4, 356, 882
Grand total.....	53, 543, 046

## The free goods imported during the year were:

Animals, for improvement of.....	\$21, 935
Asphaltum or asphalt.....	33, 478
Broom corn.....	2, 376
Indian corn.....	7, 686, 658
Coal, anthracite.....	952, 101
Coffee.....	136, 229
Cotton waste.....	87, 023
Cotton, raw.....	901, 144
Dyes, chemicals, etc.....	1, 209, 319
Fish, and products of.....	30, 395
Fisheries, articles for, nets, seines, lines, etc.....	8, 606

Fruits, bananas, olives, pineapples, etc.....	\$149, 133
Fur skins, not dressed.....	277, 171
Grease for soap making.....	27, 518
Hides and skins.....	633, 933
India rubber and gutta-percha, crude.....	965, 455
Jute cloth and jute yarn.....	387, 374
<b>Metals:</b>	
Brass and copper.....	684, 220
Steel rails for railways.....	63, 870
Iron and steel, all other.....	718, 540
Tin and zinc.....	466, 609
Other.....	45, 206
Oils, vegetable.....	18, 443
Salt.....	80, 161
Settlers' effects.....	314, 455
Silk, raw.....	114, 294
Sisal, manila, and hemp, undressed.....	179, 405
Tea.....	710, 180
Tobacco leaf (for six months only).....	644, 262
Wood, cabinetmakers', etc.....	377, 539
Wool.....	182, 006
All other free goods.....	2, 646, 893
<b>Total.....</b>	<b>20, 656, 021</b>
Coin and bullion.....	4, 356, 882
<b>Total free goods.....</b>	<b>25, 012, 903</b>

In 1897, the dutiable goods were valued at \$23,936,103, the free goods at \$13,714,103, and the coin and bullion at \$2,351,599, making a total of \$40,001,805.

#### EXPORTS.

*Value of merchandise exported from this port during the year ended December 31, 1898.*

<b>The mine:</b>	
Coal.....	\$218
Ores of all kinds.....	28, 425
Phosphates.....	8, 000
Other articles.....	156, 580
<b>Total.....</b>	<b>193, 223</b>
<b>The fisheries:</b>	
Fish.....	104, 940
Fish oil.....	58
<b>Total.....</b>	<b>104, 998</b>
<b>The forest:</b>	
Ashes, pot and pearl.....	35, 321
Logs, pine.....	150
Logs, all other.....	836
Lumber.....	5, 574, 114
Timber, square.....	126, 599
Other articles.....	26, 723
<b>Total.....</b>	<b>5, 763, 743</b>
<b>Animals and their produce:</b>	
Horses.....	170, 560
Horned cattle.....	5, 968, 623
Sheep.....	217, 005
Other animals.....	423
Butter.....	3, 128, 588
Cheese.....	12, 657, 749
Eggs.....	588, 077

## Animals and their produce—Continued.

Meat of all kinds .....	\$1, 685, 549
Other articles .....	637, 726
Total .....	25, 601, 300

## Agricultural products:

Fruits, green .....	891, 412
Barley .....	154, 463
Beans and pease .....	1, 067, 602
Indian corn .....	7, 395, 913
Rye .....	661, 308
Oats .....	2, 200, 813
Wheat .....	7, 844, 229
Other grain .....	157, 422
Flour of wheat and rye .....	1, 215, 665
Indian and other meal .....	122, 917
Malt .....	1, 015
Other articles .....	1, 318, 823
Total .....	23, 032, 588

## Manufactures:

Cottons, woollens, etc. ....	173, 102
Extract of hemlock bark .....	143
Iron—pig and scrap, castings, hardware, etc. ....	312, 542
Leather .....	740, 178
Boots and shoes .....	6, 202
All other manufactures of .....	6, 613
Liquors, spirituous and malt, of all kinds .....	15, 175
Sewing machines .....	12, 704
Ships sold to other countries .....	2, 000
Tobacco, snuff, and cigars .....	28, 778
Wood, manufactures of, all kinds .....	252, 120
Other articles .....	1, 440, 586
Total .....	2, 690, 043

## Miscellaneous articles

Total .....	162, 058
Bullion, gold, in bars, blocks, or ingots .....	57, 547, 953
Coin, gold .....	529, 168
Coin, silver .....	4, 612, 992
Grand total .....	39, 607
	62, 729, 720

## IMPORTS IN 1899.

*Statement showing the value of the principal articles imported and entered for consumption at this port for the half year ending June 30, 1899.*

Articles.	Imports.	For consumption.
GENERAL TARIFF.		
Books, printed .....	\$40, 450	\$40, 543
Brass, manufactures of .....	70, 804	70, 978
Wheat .....	1, 421, 863	
Brushes .....	32, 885	31, 745
Buttons, all kinds .....	23, 049	22, 931
Railway cars, parts of .....	40, 011	40, 211
Bicycles and tricycles .....	44, 013	49, 256
Bicycles and tricycles, parts of .....	19, 227	18, 988
Corks, and other manufactures of cork wood .....	26, 524	22, 521
Corsets .....	22, 053	22, 065
Cotton manufactures of embroideries, white .....	50, 850	49, 831
Gray unbleached cotton fabrics .....	24, 746	20, 730
Fabrics, printed or dyed or colored .....	170, 405	172, 383
Sewing thread on spools .....	28, 896	27, 409
Proprietary medicines .....	66, 992	68, 220
Drugs, all other, not provided for .....	55, 516	51, 224

Statement showing the value of the principal articles imported and entered for consumption at this port for the half year ending June 30, 1899—Continued.

Articles.	Imports.	For consumption.
GENERAL TARIFF—continued.		
Electric apparatus .....	\$67,914	\$67,914
Braids, bracelets, cords, fringes, tassels, etc .....	53,101	53,144
Laces, lace collars, and similar goods .....	72,963	75,445
Oysters, shelled, in bulk .....	22,530	22,530
Oranges, lemons .....	415,704	247,076
Glass jars and glass balls, and cut, pressed, or molded crystal or glass table-ware, etc .....	26,412	26,005
Gutta-percha, all kinds .....	46,045	43,187
Gloves and mitts of all kinds .....	184,230	184,121
Hats, caps, and straw hats .....	126,164	126,407
Engines, railway .....	37,515	37,515
Hardware, viz, building, cabinetmakers', saddlers', and carriage hardware, etc .....	68,487	68,487
Iron or steel ingots, cogged ingots, blooms, slabs, etc .....	56,904	51,065
Iron in pigs .....	33,612	33,946
Locks of all kinds .....	29,265	29,265
Sewing machines and parts of .....	34,589	34,589
Rolled iron or steel angles, ties, beams, girders, and other rolled shapes or sections, etc .....	79,330	79,330
Rolled iron or steel plates, not less than 30 inches in width .....	39,658	39,658
Skelp iron or steel, sheared or rolled in grooves, imported by manufacturers of wrought iron or steel pipe, for use only in the manufacture of wrought iron or steel pipe in their own factories .....	136,845	126,845
Boiler tubes of wrought iron or steel, including flues and corrugated tubes for marine boilers .....	35,049	35,049
Tubing, wrought iron or steel, plain or galvanized .....	22,722	20,657
Wire, single or several, covered with cotton, etc .....	108,244	108,244
Iron or steel scrap .....	88,338	88,338
Penknives .....	19,020	18,498
Steel in bars, bands, hoops, scroll, or strips, etc .....	29,505	29,505
Tools, hand or machine, of all kinds .....	81,947	81,942
Manufactures, articles, or wares not specially enumerated or provided for, wholly or in part of iron or steel .....	130,445	129,697
Jewelry .....	64,424	64,539
Leather, sole, all kinds .....	64,620	64,620
Calf, kid, or goat, lamb, and sheepskins, dressed, waxed, or glazed .....	64,954	67,262
Leather, upper, dressed, waxed, or glazed .....	50,533	50,590
Boots and shoes .....	46,434	46,434
Lamps, side lights, and headlights, etc .....	43,985	47,985
Oil, coal, and kerosene, distilled, purified, or refined .....	31,434	34,668
Oil, vegetable, cotton-seed, refined .....	31,735	32,109
Packages .....	88,179	71,854
Paints, dry white and red lead, orange, mineral and zinc white .....	129,430	129,944
Paper, papereries, pads, not printed, papier mâché ware, and manufactures of paper .....	42,016	42,043
Paper, all kinds, n. e. s. .....	33,910	33,790
Post-office parcels and packages .....	34,317	34,317
Printing presses, printing machines .....	40,806	40,806
Printing presses, parts of .....	18,157	18,157
Butter .....	148,695	.....
Seeds, garden, field, and other seeds for agricultural or other purposes .....	53,920	55,078
Silk fabrics .....	473,810	369,197
Silk ribbons .....	161,722	159,949
Spirits, brandy, all kinds .....	88,649	61,535
Spirits, whisky .....	73,561	63,026
Sugar above No. 16 Dutch standard in color, and all refined sugar of all kinds, grades, or standards .....	89,248	80,606
Sugar, n. e. s., not above No. 16 Dutch standard in color .....	1,388,335	1,569,190
Cigars .....	51,027	48,867
Tobacco, pipes, all kinds .....	35,047	36,807
Turpentine, spirits of .....	73,507	73,507
Watch actions, etc .....	101,232	101,232
Wood, manufactures of .....	39,231	39,224
Wool:		
Cloths .....	36,529	33,607
Knitted goods .....	26,151	26,420
Socks, etc .....	31,661	31,316
Underskirts and drawers .....	17,477	17,477
Fabrics and manufactures, wholly or in part of wool, worsted, etc., n. e. s. .....	312,115	310,246
Clothing, ready-made .....	102,367	102,629
Felt, pressed, all kinds .....	50,656	78,031
FREE GOODS.		
Coal, anthracite, and dust .....	381,179	381,179
Lumber:		
Cherry, chestnut, gumwood, and hickory and whitewood .....	41,330	41,330
Oak .....	37,915	37,915
Pitch pine .....	41,063	41,063
Horses .....	20,033	20,433
Fur skins, all kinds, not dressed .....	281,505	281,505

*Statement showing the value of the principal articles imported and entered for consumption at this port for the half year ending June 30, 1899—Continued.*

Articles.	Imports.	For consumption.
<b>FREE GOODS—continued.</b>		
Hides and skins, whether dry, salted, or pickled .....	\$463, 916	\$463, 916
Silk, raw or as reeled from the cocoon, not being doubled, twisted, or advanced in manufacture in any way .....	126, 786	126, 786
Hemp, undressed .....	290, 218	290, 213
Tobacco, unmanufactured, for excise purpose, under condition of the inland revenue act .....	557, 937	541, 213
Astrakhan or Russian hair skins and China goat plates or rugs, not dyed .....	13, 028	13, 028
Cotton waste, not dyed .....	33, 064	33, 564
Cotton, wool, or raw cotton .....	337, 694	337, 694
Drugs: Ammonia, sulphate of .....	49, 105	49, 105
Gums .....	58, 475	58, 475
Sulphate of copper .....	27, 403	27, 403
Duck for belting and hose, imported by manufacturers of such articles for use in the manufacture thereof in their own factories .....	17, 550	17, 550
Jute cloth as taken from the loom .....	186, 428	186, 428
Metals, Copper, in pigs or ingots .....	57, 689	57, 689
Copper, in bolts, bars, and rods, in coils or otherwise, in lengths not less than 6 feet, unmanufactured .....	173, 298	173, 298
Iron or steel rolled round wire rods, the coil not over three-eighths inch in diameter, imported for factory use .....	155, 685	155, 685
Steel bowls for cream separators, and cream separators .....	87, 002	87, 002
Tin, in blocks, pigs, and bars .....	59, 756	59, 756
Tin plates and sheets .....	121, 375	121, 375
Barbed fencing wire of iron and steel .....	34, 741	34, 741
Newspapers, and quarterly, monthly magazines, etc .....	30, 802	30, 802
Rags, of cotton, linen, etc .....	58, 154	58, 154
Rubber:		
Crude .....	549, 237	549, 237
Recovered, and rubber substitute .....	87, 951	87, 951
Coffee, green, imported direct from the country of growth .....	108, 249	108, 249
Paintings, in oil or water colors, by artists of well-known merit .....	326, 253	327, 253
Specimens, models, etc .....	99, 607	99, 607
Tea, of Ceylon, black .....	67, 282	67, 282
Tea, of Japan, black .....	134, 104	134, 104
<b>PREFERENTIAL TARIFF.</b>		
Boots and shoes .....	14, 869	14, 987
Taploca .....	5, 690	5, 328
Cocoa shells and nibs, chocolate, and other preparations of cocoa .....	4, 241	6, 887
Combs for dress and toilet, of all kinds .....	12, 436	12, 062
White or bleached cotton fabrics .....	33, 090	33, 238
Fabrics, printed, dyed, or colored .....	486, 543	489, 834
Handkerchiefs .....	22, 984	23, 408
Sewing cotton thread in hanks, three and six cord .....	127, 973	127, 973
Clothing .....	21, 015	22, 311
Cotton, uncolored, fabrics, bleached .....	45, 638	46, 146
Velvets, velveteens, and plush fabrics .....	27, 620	27, 833
Curtains and shams, when made up .....	29, 437	29, 636
White granite or ironstone ware .....	45, 747	48, 817
Flowers, artificial .....	14, 283	14, 377
Laces, lace collars, and similar goods .....	69, 078	66, 456
Carpeting, rugs, matting, and mats of hemp or jute .....	24, 642	25, 008
Damask of linen, stair linen, diaper, napkins, etc .....	69, 438	69, 371
Towels .....	29, 645	28, 988
Linens, brown or bleached .....	26, 240	26, 195
Linen duck, canvas, or other manufactures of flax .....	61, 516	63, 766
Linen thread .....	42, 104	42, 104
Other manufactures of hemp or jute .....	48, 750	50, 786
Clothing, and clothing made waterproof with india rubber .....	16, 026	15, 779
Hats:		
Beaver, silk, or felt .....	155, 934	155, 436
Straw, grass, chip .....	50, 137	49, 944
Leather, belting leather of all kinds .....	21, 891	29, 747
Flaxseed or linseed, raw or boiled .....	100, 354	100, 535
Oilcloth, enameled, carriage, floor, etc .....	34, 656	33, 961
Silk clothing .....	33, 759	33, 891
Umbrellas, parasols, all kinds .....	36, 148	36, 267
Wool, manufactures of—		
Cloths .....	219, 738	221, 120
Coatings .....	135, 170	133, 586
Tweeds .....	196, 215	204, 979
Socks and stockings .....	115, 922	115, 732
All fabrics and manufactures, composed wholly or in part of wool, worsted, etc .....	461, 908	461, 746
Clothing, ready-made, and wearing apparel, composed wholly or in part of wool, worsted, etc .....	42, 428	43, 097
Carpets:		
Brussels .....	69, 430	69, 928
Tapestry .....	98, 536	98, 649

*Statement showing the value of the principal articles imported and entered for consumption at this port for the half year ending June 30, 1899—Continued.*

	Imports.	For consumption.	Duty.
Total general tariff.....	\$11,711,464	\$9,768,919	\$3,189,114.14
Total preferential tariff.....	4,648,996	4,691,669	1,018,549.72
Total under French treaty.....	139,668	124,896	36,609.36
Total dutiable.....	16,500,128	14,575,474	4,189,333.21
Total free goods.....	8,871,902	8,869,066	.....
Grand total dutiable and free.....	25,372,030	23,484,580	.....

## EXPORTS IN 1899.

*Statement of principal goods exported from the port of Montreal during the half year ended June 30, 1899.*

Articles.	Goods the products of Canada.	Total exports, products and not products.
Lobsters, canned.....	\$84,978	\$84,978
Ashes, pot and pearl.....	20,386	20,386
Lumber:		
Deals, pine.....	542,884	544,288
Deals, spruce.....	52,546	52,546
Deals, ends.....	63,228	63,288
Planks and boards.....	120,046	120,046
Shooks.....	9,277	9,277
Timber:		
Birch.....	17,208	17,208
Pine, white.....	10,970	10,970
Wood, blocks, etc.....	13,630	13,680
Horses.....	255,112	273,989
Cattle.....	857,527	857,527
Sheep.....	28,404	28,404
Butter.....	426,823	577,593
Cheese.....	3,374,001	3,573,174
Eggs.....	26,022	26,022
Furs, undressed.....	74,731	91,048
Hides and skins, etc.....	121,226	121,226
Meats:		
Bacon.....	265,375	265,375
Hams.....	74,731	74,731
Canned.....	26,527	26,199
Tallow.....	85,134	85,134
Fruit, apples, green or ripe.....	22,021	24,996
Grain:		
Buckwheat.....	65,062	65,062
Indian corn.....	.....	1,340,676
Oats.....	398,296	436,252
Pease, whole.....	102,549	102,549
Rye.....	29,957	20,957
Wheat.....	691,763	1,568,633
Brans.....	11,661	11,661
Flour of wheat.....	186,707	207,438
Hay.....	89,169	89,169
Seeds, flax.....	.....	25,712
Tobacco, leaf.....	16	28,062
Books, etc.....	11,889	17,868
Cotton, fabrics.....	43,512	43,709
Drugs, chemicals, etc.....	32,976	65,203
Explosives, etc.....	14,061	14,061
Household effects.....	67,906	71,956
India rubber.....	52,064	56,744
Machinery.....	44,086	68,375
Hardware.....	18,488	23,890
Leather, sole and upper.....	303,599	304,099
Oil cake.....	11,845	11,845
Wood, doors, sashes, etc.....	27,140	27,140
Other articles.....	89,222	160,247
Tea.....	.....	80,107
Gold.....	181,574	181,574
Coin:		
Gold.....	.....	1,243,612
Silver.....	2,211	16,788



*Statement of principal goods exported from the port of Montreal during the half year ended June 30, 1899—Continued.*

RECAPITULATION.

Produce of the—		
Mines .....	\$16,649	\$19,042
Fisheries .....	41,924	42,546
Forest .....	870,027	872,681
Animals and their produce .....	5,593,622	5,980,400
Agricultural products .....	1,579,521	4,070,581
Manufactures .....	887,884	1,124,704
Miscellaneous articles .....	9,754	46,438
Total .....	8,996,831	12,156,294
Bullion and coin .....	188,785	1,441,969
Grand total .....	9,182,616	13,598,263

It seems to be an indisputable fact that business conditions in the United States largely affect trade in Canada. When there is stagnation and depression in the United States, trade is slow here. Industrial activity, expansion of trade, and general prosperity in the Republic are followed by activity and prosperity here.

While the importations from the United States are large, they are somewhat checked by the Canadian tariff, which is in a large measure retaliatory on account of the heavy duty imposed by the United States on many Canadian products. Everyone here except Canadian manufacturers, who are reaping a rich harvest by reason of the heavy duty on importations from the United States, is hoping for a larger reciprocity between the two countries. For a time there was an almost universal feeling of confidence that the Joint High Commission in the International Conference would come to such an agreement as would insure a more liberal trade policy between the United States and Canada. Merchants here claim that while it would be much more convenient for them to make their purchases in the United States the greater benefit would be to American manufacturers and producers.

Canada is now increasing in population far more rapidly than at any former period of her history. The people are to a large degree like those of the United States in their habits, wants, and needs. They are growing richer every year, and their desire to live better develops with prosperity. The trade of 5,000,000 Canadian people is, therefore, worth more than the trade of a much larger number in the South American countries.

MONTREAL HARBOR.

A comprehensive scheme of harbor improvement for this port has been projected to be carried out jointly by the Dominion Government and the city. About \$6,000,000 is to be expended, of which sum the city will furnish \$2,000,000 and the Dominion Government \$4,000,000. Parliament has already appropriated \$2,500,000. The balance will be appropriated at the next session. The scheme contemplates harbor enlargement and deepening, a system of wharves, railway connections, freight sheds, grain elevators, etc.

The traffic that passed through the harbor last year was the largest in its history. There were 8,682 vessels with a tonnage of 1,584,072, being 72 vessels and a tonnage of 205,070 more than in 1897. Of inland vessels there were 6,941, an increase of 557 over the previous year. The total net ordinary revenue was \$296,593 as against \$255,416

in 1897, an increase of \$41,177, or a little over 16 per cent. Two-thirds of this increase came from exports; the total revenue from exports being 50 per cent larger than from imports.

The excess of ordinary revenue over ordinary expenditure was \$54,588, against which there was interest accrued and payable, \$49,085.

The accidents on the river between Montreal and Quebec which, from report received, resulted in damage to the vessels, were three in number, viz, the *Milwaukee*, at Barre a Boulard; *Carlisle City*, between Barre a Boulard and Richelieu Island, and the *Glenmore Head*, at the top of Cap a la Roch channel. In none of the cases was the damage serious, and after examination by divers at Quebec the vessels were allowed to continue their passage across the Atlantic.

The greatest interest has been shown by the Dominion Government and officials of the several departments, especially the departments of public works and marine fisheries, in the improvement, enlargement, and maintenance of the ship channel at the highest standard.

The following table shows the number of seagoing vessels which have arrived in this port in the years 1880 to 1898, their total tonnage, the value of the merchandise exported, value of the merchandise imported, and the customs duties collected in the several years:

Year.	Seagoing vessels ar- rived in port.	Total tonnage.	Value of merchandise exported.	Value of merchandise imported.	Customs duties col- lected.
1898.....	868	1,584,072	\$62,729,180	\$61,117,708	\$8,188,891
1897.....	796	1,379,002	55,156,156	47,086,196	6,992,360
1896.....	709	1,216,468	49,160,364	45,900,270	6,619,400
1894.....	734	1,096,909	40,401,392	42,514,562	6,067,625
1898.....	804	1,151,777	47,700,438	53,796,227	7,088,408
1892.....	735	1,086,707	45,638,276	47,670,361	6,812,063
1891.....	725	998,657	39,844,783	48,418,569	7,297,228
1890.....	746	980,332	32,027,176	45,159,124	9,201,426
1889.....	695	823,165	32,688,270	47,415,620	9,821,961
1888.....	655	782,473	24,049,388	39,856,283	8,778,341
1887.....	767	870,778	29,891,558	43,891,715	8,746,526
1886.....	703	859,699	27,925,016	42,086,266	8,362,618
1885.....	629	688,854	26,209,313	37,042,660	6,682,529
1884.....	626	649,374	27,458,776	41,859,299	6,787,721
1883.....	660	664,268	27,122,991	44,078,915	7,730,687
1882.....	648	554,692	26,508,001	50,527,497	8,895,653
1881.....	569	931,929	25,997,155	41,774,660	7,672,268
1880.....	710	628,271	32,245,041	42,412,648	6,349,789

The steamship service between Canada and the West Indies and South America is to be doubled. Heretofore, there has been a monthly service. The Imperial authorities desired that it should be doubled, offering to pay the extra subsidy. The new contract is for five years instead of one. The sailings are to be fortnightly, from St. John to Halifax, and thence to Port of Spain, making the trip in eleven days, and calling at Hamilton, in Bermuda; Castries, in St. Lucia; and Bridgetown, in Barbadoes.

In the first trip only fourteen days are allowed, but seven extra places are touched. From Port of Spain the ship is to proceed to Georgetown, British Guiana. On the return trip, the ports of call will be: Port of Spain, Trinidad; Bridgetown, in Barbadoes; Kingston, in St. Vincent; Castries, in St. Lucia; Roseau, in Dominica; Plymouth, in Montserrat; St. John, in Antigua; Basse Terre, in St. Kitts, and Hamilton, in Bermuda.

The subsidy will be \$65,500 from the Dominion and an extra \$65,500 from the Imperial Government.

## NEW WHARFAGE RATES.

A new tariff of wharfage rates has just been announced by the harbor commissioner. Hereafter, importers must attach bills of lading to wharfage tickets, the bills of lading to be retained for forty-eight hours. The following is the text of the new tariff:

The following rates are to be levied as hereinafter set forth on the after-mentioned articles when landed or shipped in the harbor, or moved by rail on the harbor tracks or deposited within the harbor. No discount allowed.

Coal, coke, grain, seeds of all kinds, unhulled rice, wet wood pulp, 6 cents per ton.

Ballast, cement, clay, fire bricks, gypsum, phosphates, sands, scoria blocks, earthen drainpipes, marble, and all other stone, slate, whiting, iron ore, coarse salt in bags and bulk, 8 cents per ton. Apples, bottles in crates or mats, cornstarch and malt, crates and their contents, dry wood pulp, fish, flour and meal, glucose sugar, glucose sirup, hay, horses, lard, lard oil and oil cake, meat, neat cattle, onions and vegetables, oranges, lemons, and other green fruits, pitch, potatoes, sheep, straw, swine, tallow, tar, tobacco, steel rails for railways and tramways, zinc and lead ores, 12 cents per ton.

Pig and scrap iron, pot and pearl ashes, raw and refined sugar, 16 cents per ton.

Bricks, 8 cents per thousand.

Cord wood, 4 cents per cord.

Lumber and timber, 8 cents per 1,000 feet board measure.

On all goods, wares, and merchandise except bullion and specie, not elsewhere specified, 20 cents per ton.

On goods upon which, in the opinion of the harbor commissioners, it is not convenient to ascertain the rates according to the above provisions, it shall be lawful for the said commissioners to levy a rate of one-fifth of 1 per cent on the value thereof.

On packages measuring under 10 cubic feet and weighing less than 250 pounds, 5 cents.

No entry shall be less than 5 cents.

Only one rate shall be levied on property covered by the foregoing provisions when landed on the wharves for reshipment, and not having been removed from the wharves.

Barges landing bricks, cord wood, sand, and hay are allowed ten running days in which to discharge their cargo, on which the above wharfage rates will be paid. After that delay, they will pay one-half of 1 cent per day on their registered tonnage for every day that they remain at the wharf.

On all goods except bricks, cord wood, sand, and hay remaining on the wharves more than four clear working days, after notice given for their removal by the harbor master, in the case of goods imported, there shall be levied additional rates as follows:

On cement 1 cent per barrel per day.

On salt, one-half cent per bag per day.

On iron, one-half cent per hundredweight per day.

For the purpose of this by-law, a ton shall be calculated as being 2,000 pounds weight, or 40 cubic feet measurement, according as the goods to which the same applies have been or shall be carried by water by ton weight or ton measurement.

The weight of the articles hereinafter described may be estimated as follows:

Ashes, pot or pearl, 3 barrels to 1 ton.

Apples, flour, meal, potatoes, 9 barrels to 1 ton.

Fish, meat, pitch, tar, 7 barrels to 1 ton.

Horses, 2 to 1 ton.

Neat cattle, 3 to 1 ton.

Sheep, 15 to 1 ton.

Swine, 10 to 1 ton.

Wines and liquors, 2 butts or pipes, or 4 hogsheads, or 3 quarter casks, or 16 octaves, or 32 half octaves, or 30 cases to 1 ton.

Molasses, (imperial, gallon), 13 pounds; packages, puncheons, 124 pounds; hogsheads and tierces, 80 pounds; barrels, 46 pounds; half barrels, 25 pounds.

## PILOTS' FEES.

The year 1898 proved a remunerative one for the pilots on the tour de roll, and equally so for those employed regularly by the steamship companies. The fees for pilotage in 1897 amounted to \$68,741.60,

while for 1898 they amounted to \$79,247.25. The average salary made by the pilots on the tour de roll was \$1,200. Following is the complete list of the pilots, the number of trips, and the amount earned by them in 1898:

Pilots.	Number of trips.	Salary made.	Pilots.	Number of trips.	Salary made.
Bouille, Zephirin .....	28	\$1,576.99	Bellisle, Nere .....	38	\$1 470.83
Naud, Onesime .....	30	1,652.17	Perrault, Liboire .....	29	910.64
Chaudonnet, Joseph .....	32	1,869.86	Raymond, Wilfrid .....	30	1,629.23
Bouille, Louis A .....	38	1,893.01	Hurteau, Joseph .....	27	1,425.99
Beaudet, Prudent .....	34	1,887.28	Perrault, Edouard .....	25	1,049.47
Bellisle, Elzear .....	32	947.23	Bouille, C. Lydoric .....	34	2,021.15
Pleau, Joseph .....	41	1,458.67	Dussault, Honore .....	81	1,154.11
Brunet, Celestin .....	33	1,272.92	Briere, Arthur .....	38	1,502.61
Bellisle, Louis .....	30	1,625.28	Labranche, J. S .....	29	1,213.58
Groleau, Ulric .....	30	1,268.38	Perrault, Alexis .....	25	1,355.67
Frenette, Alfred .....	29	1,313.99	Dufresne, N. Come .....	18	861.17
St. Amant, Alfred .....	21	909.38	Nadeau, Jean B .....	30	1,436.10
Belanger, Philippe .....	32	1,653.65	Naud, Aubert .....	28	1,549.40
Perrault, Narcisse .....	32	1,695.48	Sauvageau, Joseph .....	46	1,722.92
Auger, Cleophas .....	34	1,849.39	Dussault, Napoleon .....	28	1,461.95
Labranche, Fred .....	37	1,963.68	Arcand, Barthel .....	35	1,564.48
Bouille, Louis Z .....	28	1,584.28	Bellisle, Prudent .....	46	1,790.86
Gauthier, Laurent .....	33	1,957.19	Arcand, George .....	35	1,509.81
Arcand, Jean .....	31	1,100.50	Toupin, Constant .....	43	1,704.99
Nault, Delevoie .....	50	1,898.11	Perrault, George .....	26	1,876.06
Gauthier, Wilbrod .....	28	1,606.39	Bouille, Narcisse .....	24	1,285.09
Mayrand, Louis .....	32	1,220.17	Leveille, Joseph .....	28	1,449.07
Dufresne, George .....	32	1,125.93	Perron, Severe .....	24	886.34
Arcand, Norbert .....	51	1,980.26	Angers, Alberic .....	30	1,171.88
Bouille, Tancrede .....	26	1,436.56	Bellisle, Arthur .....	5	160.85
Arcand, Nestor .....	45	1,772.29	Hamelin, G. Theo .....	8	810.00
Nault, Jean .....	31	1,586.37	Bellisle, Cyrille .....	6	192.85
Dussault, Joseph .....	49	1,949.81			
Groleau, Gedeon .....	26	1,042.93	Total .....		79,247.25

## MUNICIPAL AFFAIRS.

There is a large increase in building this summer over last, particularly in residences.

Insurance men claim that Montreal, in comparison with cities of its size in the United States, is only fairly insured against loss by fire. Every year, the various companies file with the city a list of the amount of insurance premiums in Montreal proper. The net premium upon which taxes were paid from 1892 to 1898 was as follows: 1892, \$936,711; 1893, \$955,395; 1894, \$962,747; 1895, \$1,021,822; 1896, \$1,000,295; 1897, \$1,023,930.

The local insurance, taken on an average of 75 cents on the dollar, is nothing compared to the value at risk. Montrealers have a tendency to underrate real estate, which leaves the owner in bad shape in case of fire. Among the English-speaking class of people the insurance is fair, but the French do not insure so heavily. The percentage is very small.

A prominent manager has made the statement that the companies were not making 3 per cent. If it were not for the accumulation of past years, the companies would not do much or be able to pay dividends. A vast majority of the small houses throughout the city carry no insurance.

An average of the insurance of the city shows that 50 or 60 per cent of the residences carry policies. The churches figure about 50 per cent. Some 80 per cent of the stocks in business houses carry insurance, while the business blocks average 60 to 70 per cent. The stocks in public warehouses and cold storage are insured up to 100 per cent

and in some instances over. The insurance on railroads, not including rolling stock, figures 70 per cent. The Grand Trunk carries over \$5,000,000 insurance, outside of that on rolling stock.

Under the new charter, the city was authorized to issue \$3,000,000 forty-year 3½ per cent bonds, the proceeds to be used in canceling floating indebtedness and for public improvements. The bonds were sold to the Bank of Montreal for \$3,000,565, equivalent to about \$1,000.18 for every \$1,000 worth.

There is a great deal of criticism of the sale, as Montreal bonds are quoted in New York at 107, and in fact it is alleged the Bank of Montreal immediately sold its \$3,000,000 bonds to a Chicago syndicate at a profit of nearly \$250,000.

#### FINANCIAL CONDITION OF THE CITY.

The report of the city treasurer, made in January, shows the following to be the financial condition of the city:

Total outstanding bonds and stocks, December 31, 1897 .....	\$24, 122, 347
Total amount of floating debt, December 31, 1897 .....	489, 937
Due Bank of Montreal for redemption of debt in 1897 .....	395, 993
Temporary bonds issued in 1897, under sixtieth Victoria, due in 1899 ...	397, 108
Temporary bonds issued or authorized, 1898, under sixty-first Victoria, due 1899 .....	802, 824
	<hr/>
	26, 208, 209
To which should be added:	
Balance yet to be paid on account of harbor works, say .....	600, 000
Vote of council for military school .....	25, 000
City's share of expropriation assessments, say .....	37, 000
Sundry balances due December 31, on expropriations, etc., say .....	29, 791
	<hr/>
Making a total of .....	26, 900, 000

If to this be added the judgments of court paid since the exhaustion of the reserve fund—the 1897 claims now being passed by the special committee on claims—the repairs to the dike, the fuel for the water-pumping engines, and the other imperative disbursements now being made, in excess of the current year's appropriations, in order to carry on the administration till its close, and a reasonable amount for the extension of the water and drainage systems to keep pace with the growth of the city in 1899, it will be seen that borrowing power to the extent of \$27,500,000 will be required, these items amounting to \$600,000, making a total of \$27,500,000.

The above is exclusive of £240,000 (\$1,168,000), temporary bonds, held in London against an equal amount of outstanding street improvement assessments, from which they will be paid unless contestation of rolls or acts of the legislature should invalidate the asset.

The revenue of this city for 1898, as stated in a return made by the city comptroller, was \$3,078,839. This amount was made up as follows: Assessments, \$1,710,901; water rates and business tax, \$1,040,085; market revenues, \$76,190; butchers' stalls, innkeepers, grocers, auctioneers, and public weighers, \$22,037; percentage on street-railway earnings, \$38,951; sundry licenses, \$10,536; rents, \$4,488; interest, \$51,840; miscellaneous, \$31,304; court fines, \$13,961; police policies, \$78,546. Yet with this enormous revenue there was not enough money for such a necessary service as street cleaning.

The receipts and expenditures of the city are given in the comptroller's report in detail as follows:

*Synopsis of receipts and disbursements in 1898.*

Balance on hand January 1, 1898.....	\$131, 424. 46
General revenue:	
Less refunds folio.....	\$15, 206. 45
Less credit to Union Abattoir Company.....	10, 000. 00

25, 206. 45

As per folio .....	3, 078, 839. 15
Receipts on loan account as per folio.....	2, 283, 095. 39

## English bankers:

Bank of Montreal.....	455. 36
Bank of Scotland .....	.04

455. 40

## DISBURSEMENTS.

5, 493, 814. 40

Administration on revenue account, as per folio.....	\$2, 865, 960. 39
Expenditure on loan account, as per folio.....	1, 695, 502. 56
Expenditure not certified by the city comptroller, as per folio .....	223, 704. 29

## English bankers:

Bank of Montreal.....	2, 827. 97
Bank of Scotland.....	

\$4, 787, 995. 21

Balance on hand here December, 31, 1898.....	705, 81. 199
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## N. B.—Balance in hands of English bankers:

Bank of Montreal, London.....	2, 372. 60
Bank of Scotland.....	486. 63

2, 859. 23

## VALUATION AND ASSESSMENT.

The following is a synopsis of the valuation of the city property and the assessment thereon for 1899:

Original valuation.....	\$179, 392, 170. 00
Less reduction made by the assessors .....	1, 009, 825. 00

Net value of property.....	178, 382, 345. 00
Exemptions.....	36, 166, 845. 00

Net taxable value .....	142, 221, 500. 00
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One per cent assessment .....	1, 422, 215. 00
One-fourth per cent school tax .....	328, 629. 11

Total amount collectible .....	1, 750, 844. 11
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The real estate revenue, by wards, is as follows:

Ward.	Original valuation.	Net assessed value.	Total amount collectible.
East.....	\$5, 731, 550	\$3, 067, 400	\$38, 217
Centre.....	7, 596, 100	5, 734, 000	71, 675
West.....	10, 946, 400	10, 566, 300	132, 079
St. Ann's .....	13, 332, 025	12, 330, 775	154, 134
St. Antoine .....	68, 665, 295	46, 644, 935	580, 479
St. Lawrence .....	16, 466, 550	13, 537, 250	169, 215
St. Louis .....	11, 932, 460	10, 204, 540	127, 642
St. James .....	16, 665, 360	12, 606, 460	157, 600
St. Marys .....	13, 330, 605	10, 300, 645	129, 212
Hochelaga.....	5, 666, 060	4, 725, 100	50, 728
St. Jean Baptiste.....	7, 492, 310	6, 591, 010	67, 857
St. Gabriels .....	4, 134, 065	3, 521, 890	44, 124
St. Denis.....	2, 686, 280	2, 381, 395	27, 877
Total .....	179, 392, 170	142, 221, 500	1, 750, 844

## EXEMPTIONS FROM TAXATION.

Under the provincial laws, a vast amount of church property is exempted from taxation. The total exemptions, by wards, are given by the city assessors as follows:

Ward.	Amount.	Ward.	Amount.
East.....	\$2,672,100	St. Marys.....	\$3,019,050
Centre.....	1,842,000	Hochelaga.....	807,400
West.....	309,500	St. Jean Baptiste.....	662,500
St. Anns.....	954,000	St. Gabriel.....	568,696
St. Antoine.....	16,394,330	St. Denis.....	267,400
St. Lawrence.....	2,008,900	Total.....	35,361,045
St. Louis.....	1,708,920		
St. James.....	3,921,350		

The value of property exempted on account of private schools is shown as follows:

Ward.	Amount.	Ward.	Amount.
East.....	None.	St. Marys.....	\$1,000
Centre.....	None.	Hochelaga.....	None.
West.....	None.	St. Jean Baptiste.....	600
St. Anns.....	None.	St. Gabriel.....	None.
St. Antoine.....	\$111,900	St. Denis.....	900
St. Lawrence.....	53,000	Total.....	189,600
St. Louis.....	1,800		
St. James.....	19,800		

## CRIMINAL STATISTICS.

Here, as in many of the cities of the United States, there is considerable complaint as to the inefficiency of the police force. The report of the governor of the Montreal jail for 1898 is interesting as showing the character of crimes committed, the nationality, etc., of the offenders. The report gives the number of male prisoners confined in the jail during the year as 2,393; females, 594; total, 2,987.

The total number of imprisonments was 3,188, of whom 2,455 were men and 733 were women. There were imprisoned: Once, 2,325 males and 497 females; twice, 29 males and 23 females; four times, no males and 8 females; five times, 1 female; and six times, 1 male. Of the men, 924 were married and 369 unmarried, and of the females 218 were married and 376 unmarried. There were 17 males and 4 females under 16 years.

As to education, 1,730 males and 444 females could read and write. Six hundred and sixty-three males and 150 females were unable to read or write.

The following was the nationality of the males: Canada, 1,826; Ireland, 171; England, 125; Scotland, 70; United States, 67; China, 29; Italy, 17; Norway, 16; France, 16; Newfoundland, 12; Germany, 11; Russia, 11; Syria, 10; New South Wales, 3; Austria, Denmark, and East Indies furnished 2 each, and Argentina, Greece, and Poland 1 each. Of the Catholic females, 248 were born in Canada, 184 Ireland, 58 England, 10 United States, 2 Newfoundland, and 1 each in the East Indies and Russia. The Protestant females were: 11 Canadians, 30 English, 26 Irish, and 9 Scotch.

The following was the religious denominations of the males: Roman Catholics, 2,000; Anglicans, 211; Presbyterians, 89; Methodists, 32; Lutherans, 20; Jewish, 12; Baptists, 10; Greek, 3. There were 508 Roman Catholic females. The Protestant females were as follows: Church of England, 55; Presbyterians, 25, and Baptists and Methodists, 3 each. Of the males, 326 were sentenced for less than one month and 298 women went down for the same period; 110 males and 1 female were transferred to the penitentiary. There was 1 life man.

Three males and 5 females died during the year. The greatest number in jail at one time was 274 males and 160 females. The aggregate number of days served by the males was 81,966, and by the females, 47,225. The prison van transferred to and from the court 4,775. The cost for each prisoner was 8.87 cents.

The prisoners were tried in the following courts: Recorder's court, 1,203 males and 569 females; police court, 550 males and 67 females; magistrate's court, 3 males; special sessions, 149 males and 9 females; Queen's bench, 42 males and 3 females; superior court, 5 males; untried, 485 males and 85 females; circuit court, 12; transferred to lunatic asylums: Longue Point, 12 males and 3 females, and to Verdun 2 males.

The chief offenses were for the males: Drunkenness, 872; theft, 454; vagrancy, 428; assault, 100; for debt, 56; breaking and entering, 51; damaging property, 42; inmates of a disorderly house, 27; aggravated assault, 20. The chief offenses of the females were: Drunkenness, 252; inmate of disorderly houses, 34; keeping disorderly, 26; frequenting disorderly houses, 16; begging, 11; theft, 57; vagrancy, 251.

As to the trade and occupation of the males there were laborers, 1,112; carters, 138; sailors, 58; clerks, 87; carpenters, 67; painters, 59; shoemakers, 105; firemen, 38; butchers, 34; machinists, 36; cigar-makers, 33; barbers, 29; agents, 28; stonecutters, 27; tailors, 26; laundrymen, 27.

#### MONTREAL STREET-RAILWAY SYSTEM.

The Montreal street-railway system is one of the best on the continent. It is all owned by one company, is well managed, and the stock is quoted at 329. The company is now putting in service a new fender, which it is claimed will prevent accidents and save lives. This is an invention by George Sleeman, of Guelph. The framework is of piping, while the fender itself is flat. A cushion of the dashboard protects a body from the bumper. The fender is so constructed that it picks up any object obstructing the way and carries it along in safety. It is claimed that it is impossible for the car to run over a person, as the fender drops immediately on coming in contact with any object.

The officials of the Montreal Street Railway claim that, in comparison with other cities, Montreal can show very few casualties from the street-railway system. Only the best motormen and conductors are employed. It is necessary for an applicant to go through a rigid form of examination in order to secure a badge. The men in the employ of the local road are possessed of unusual intelligence; they must know both French and English.

The following notice to conductors and motormen was issued July 20:

On and after August 1, motormen and conductors who have been in the company's employ for two years or over will receive 15 cents per hour.



There will also be \$100 distributed at Christmas in prizes to the motormen and conductors holding the best records as follows:

Twenty dollars each for the motorman and conductor having worked 350 days or more during the year, and having the best record.

Fifteen dollars each for the motorman and conductor having worked 200 days or more during the year, and having the best record.

Ten dollars each for the motorman and conductor having worked 100 days or more during the year, and having the best record.

Five dollars each for the motorman and conductor having worked 60 days or more during the year, and having the best record.

The records will be based upon the carrying out of the orders entered in the order book, obedience to the rules of the company, and the care of the company's property.

The company is never bothered with strikes. The employees seem content with their hours of labor and remuneration.

The following table shows the earnings of the system for 1897 and 1898:

Month.	1898.	1897.	Month.	1898.	1897.
January .....	\$110, 141	\$99, 621	August .....	143, 599	130, 571
February .....	102, 625	89, 952	September .....	150, 556	132, 661
March .....	114, 678	99, 442	October .....	129, 430	111, 538
April .....	110, 319	105, 046	November .....	125, 341	110, 856
May .....	123, 508	116, 337	December .....	135, 596	122, 055
June .....	133, 155	130, 677			
July .....	144, 010	123, 625	Total .....	1, 526, 457	1, 397, 383

Increase, \$147,074.

#### PULMONARY TUBERCULOSIS.

Tuberculosis is exceedingly prevalent in the Province of Quebec, and contributes largely to the mortality rate. It is fully recognized that pulmonary tuberculosis is a communicable and infectious disease, and that a room or house which is or has been occupied by a person suffering from it must be considered a source of infection to healthy persons thereafter occupying such apartments. The expectoration of tuberculosis sputum in public places and conveyances is another great source of infection. The successful treatment and comparative eradication of the disease can be carried out only in special institutions.

These are the startling facts brought out by the Montreal Medico-Chirurgical Society, which has sent a resolution embracing the gist of its investigation to the board of health of the Province of Quebec, with a view of securing legislation to insure the diminution of the disease. The government is also urged to enact measures incorporated in the following summary:

The compulsory notification to local boards of health in the cities and towns of this province of all cases of pulmonary tuberculosis occurring within the limits of these cities and towns by the physician attending such cases, in order that specially infected areas may be detected and steps taken to arrest the spread of the disease.

The disinfection of domiciles by the municipal authorities following upon the occurrence of death from tuberculosis in those domiciles or the removal of a tuberculosis patient from the same.

The posting of notices in railway and street cars, steamboats, public markets, municipal buildings, courts of justice, and public waiting rooms forbidding spitting.

The ready conviction and punishment, by fixed penalty, of offenders found spitting in public places contrary to above.

The establishment of provincial sanatoria for the treatment of tuberculosis patients who are unable to pay for such treatment.

Dr. E. P. Lachapelle, president of the provincial board of health, has written a letter to Dr. George Adami, president of the society, in

which he assures him of his hearty cooperation in promoting sanitary measures tending to limit the ravages of the disease.

A similar resolution has also been forwarded to Dr. T. G. Roddick, M. P., to lay before the Dominion government, in order that the same measures might be considered in regard to the administration of public health laws in those territories of the Dominion which have not as yet provincial autonomy.

The Montreal Medico-Chirurgical Society has also recommended that the government of the Dominion take such steps as will lead to the eradication of bovine tuberculosis by means of systematic inspection of the cattle throughout the Dominion, by compensation where found necessary, and by prohibition of the movement of such cattle as react to the tuberculin test.

#### PROVINCIAL AFFAIRS.

The financial affairs of the Province of Quebec are reported in a fairly good condition. A comparison of the receipts and expenditures for 1897 and 1898 makes a favorable showing, and indicates an economical policy on the part of the present Government. The following is the exhibit of receipts:

	1898.	1897.
From the Dominion .....	\$1,266,413	\$1,257,183
Lands, forests, and fisheries.....	1,087,042	879,898
Mines .....	7,872	.....
Administration of justice.....	242,448	286,197
Registration fees and stamps .....	66,428	63,875
Liquor licenses .....	615,043	586,176
Taxes on commercial corporations .....	194,312	134,404
Taxes on persons .....	1,380	8,507
Taxes on transfers of property .....	2,055	74,856
Manufacturing and trading licenses.....	29,846	10,393
Duties on successions .....	163,455	229,441
Public officers' fees .....	8,673	6,834
Legislation fees, etc. ....	8,780	8,391
Lunatic asylums .....	65,672	9,342
Reformatory schools .....	36,396	923
Official Gazette .....	20,968	21,637
Casual revenue .....	8,121	7,570
Civil-service pensions contributions.....	5,514	5,712
Provident insurance companies .....	297	376
Public works and buildings.....	1,060	785
Railway inspection .....	72	204
Interest .....	40,452	35,556
Premium, discount and exchange .....	2,916	2,141
Interest on Q., M. O. & O. price.....	300,833	299,395
<b>Total.....</b>	<b>4,176,139</b>	<b>3,874,803</b>

The increase in 1898 over 1897 was \$301,336, of which over \$200,000 was in the returns from Crown lands, etc., the result largely of the sales of timber limits and water powers. There were also increases, it will be noted, in the revenue from liquor licenses, in taxes on commercial corporations, in manufacturing and trading licenses, and in the collection for the maintenance of lunatics and inmates of reformatory schools, but a considerable drop in the amount collected on transfers of real estate, an item that will soon cease to appear in the accounts. About \$100,000 of the improvement represent collections that are, directly or indirectly, taxes. The revenue items make a more favorable showing, first, because of the disposal of provincial assets, and, second, because of the operation of laws that put on the municipalities

a greater share of the cost of maintaining their unfortunate insane or juvenile offenders. There is very little, therefore, on which to congratulate the province in this connection, save that any increase in income that serves to bring the ordinary receipts up to the expenditures puts it on a better and more businesslike standing.

The following is a comparison of expenditures for the last two years:

	1898.	1897.
<b>PUBLIC DEBT.</b>		
Interest .....	\$1,476,558	\$1,434,779
Redemption .....	87,308	84,680
Sinking fund .....	10,677	.....
Commission, etc. ....	8,809	18,114
Charges on conversion .....	7,823	18,299
	<b>1,591,175</b>	<b>1,550,872</b>
<b>LEGISLATION.</b>		
Legislative council.....	38,440	34,847
Legislative assembly .....	125,746	123,978
Printing and binding .....	35,415	29,694
Library .....	7,800	7,800
Election expenses .....	4,214	75,379
Clerk of Crown in chancery .....	200	200
Printing the laws .....	4,093	4,998
Indemnity to revisers, etc. ....	.....	12,225
	<b>210,910</b>	<b>288,823</b>
<b>CIVIL GOVERNMENT.</b>		
Salaries .....	217,960	211,848
Contingencies .....	64,624	65,399
	<b>282,584</b>	<b>277,247</b>
Administration of justice.....	521,717	567,628
Police magistrates .....	24,657	23,123
Reformatory prisons .....	61,784	62,513
Inspection of public offices .....	10,219	9,400
Public instruction .....	418,760	394,260
Literary and scientific institutions .....	2,500	2,800
Council of arts and manufactures .....	13,000	13,000
Agriculture .....	197,226	230,795
Immigration .....	4,250	4,000
Colonization roads .....	100,000	163,800
Colonization societies .....	6,000	6,000
Arbor day .....	.....	100
Public works and buildings .....	127,483	165,783
Public works, extraordinary .....	50,683	176,832
Beauport Asylum .....	112,274	116,864
St. Jean de Dieu Asylum .....	144,274	143,480
St. Ferdinand d'Halifax .....	11,251	13,762
Verdun .....	23,956	37,260
Bale St. Paul Hospice .....	2,062	1,883
Generally .....	1,161	1,191
	<b>295,000</b>	<b>314,441</b>
Charities—grants .....	44,375	44,175
	<b>339,375</b>	<b>358,616</b>
Miscellaneous services .....	388,429	488,073
Q., M. O. & O. traffic .....	1,016	8,888
Payments by revenue officials .....	63,592	61,565
<b>Total payments, ordinary .....</b>	<b>4,415,370</b>	<b>4,853,927</b>

There are in the above some items that show decreases in 1898, and some that show increases. In neither one case nor the other, however, is the difference greater than is to be noted between other years.

These figures of ordinary revenue and expenditure do not fully represent the province's situation. There were, besides the receipts mentioned above, others on account of trust funds, and the reimbursement

of railway subsidy payments, bringing the total up to \$4,236,015. But there were also additional expenditures. The items were—

Railway interest guaranties .....	\$237, 471
Other trust funds .....	33, 675
Railway subsidies .....	196, 284
Q., M. O. & O. construction .....	2, 360

The total expenditure of the year was, therefore, \$4,885,162, or \$649,147 more than the receipts. That is the deficit of the year.

The premier of the province has just announced that he has wiped out the entire deficit and has a surplus of \$23,000 in the treasury. This has been accomplished in a great measure by the abandonment of the policy of granting subsidies to all sorts of schemes, and by the strictest economy in appropriations.

#### A CURB ON LITIGATION.

At the last session of the provincial legislature an act was passed which is intended to curb people who pester lawyers and judges with trifling affairs. It is called "the conciliatory law," and provides that a local tribunal in country districts may judge differences of a civil nature when the amount involved does not exceed \$25. All services are gratuitous.

As the effects of the law will be extensive, and as it is somewhat novel, it is here presented in substance:

Whereas it is desirable to diminish the number of lawsuits which may arise in country places; whereas, in order to attain that end, it is expedient in certain cases to submit lawsuits to conciliation as a condition precedent thereto; therefore, Her Majesty, by and with the advice and consent of the legislature of Quebec, enacts as follows: In matters purely personal affecting movables, and when the amount claimed does not exceed \$25, in a suit between parties respecting matters which may be the subject of transaction, it shall be received before any court of first instance.

In each municipality the local council may, at any time, select by resolution one or more residents of the locality to fulfill the functions of conciliators under this act. The conciliators so appointed by the council shall, if they accept the duty, take the oath of office, and shall in every respect be deemed municipal officers, in virtue of and according to the requirements of the municipal code.

In addition to such official conciliators, the following shall be *de jure* conciliators in each local municipality.

(a) Priests, Roman Catholic curés; provided no one can be summoned to appear before one of such conciliators if he be not of his religious denomination.

(b) Justices of the peace.

(c) The mayor of the municipality.

The official conciliators who have been sworn, so long as they occupy the position, justices of the peace and mayors are obliged to act as conciliators when called upon.

There are many reserve complaints which do not fall under this act, most of which have no special public interest. Among these are, "Demands based on notes, bonds, or written acknowledgments, or commercial matters generally; demands for the payment of rent, or farm rent, or arrears of rent, or life rent; demands in which the domiciles of the interested parties are not within the limits of the same municipality; demands against more than two parties, even of the same interests, and of seizures generally."

The act also provides a penalty for those who fail to appear; the parties may come in person or by proxy, the conciliator may swear in witnesses to give evidence, but their testimony is privileged and can not be used in case a suit follows, and this act shall not apply in cities and towns incorporated by special charter, nor in any other locality

not governed by the municipal code, and, finally, all services rendered by the conciliators are to be gratuitous.

Among the legal fraternity the law is well received, the general opinion being that it will be productive of good.

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#### STATISTICS FOR THE ENTIRE DOMINION.

Up to fifty years ago, the vast area of country now designated as "The Dominion of Canada" was, practically speaking, unknown to civilization, save in the maritime provinces of Nova Scotia, New Brunswick, Prince Edward Island, the portion of the Province of Ontario bordering on the Great Lakes, and the valley of the St. Lawrence River in the Province of Quebec. The balance of the country was known only to the *coureurs du Bois*, the trappers of the Hudson's Bay Company, and the Indians.

The provinces each having a separate and distinct government, and having little affinity for each other, stagnation prevailed. With confederation or union of the provinces in 1867 came a change. Progress was slow for a decade, but since then it has been rapid. In this country of mighty forests, giant rivers, great inland lakes, mountain ranges, broad high prairies and fertile valleys, there are inexhaustible riches. The mines of gold, silver, lead, copper, nickel, iron, and coal are only beginning to be developed. It is rapidly becoming one of the greatest wheat-producing regions on earth. In stock raising and dairy products it is striding rapidly to the front. The lumber interest is so vast that none pretend to compute it.

Considering that the population does not exceed 5,000,000, wonderful progress has been made in the provision of transportation facilities. The development of manufacturing industries has also begun. Canada has a number of immense cotton mills, woolen mills, furniture manufactories, boot and shoe manufactories, great clothing manufactories, etc., and the raw materials used are all, save cotton, of home production. All these industries are flourishing—in fact, are making fortunes for their owners.

The Canadian tariff caused the establishment of these industries, and insures them a profit on their output. Since the adoption of the preferential tariff with England, the latter is doing all in its power to aid Canadian development. English capital is being invested here to a larger extent than ever, and Canadian grain, cattle, horses, sheep, butter, cheese, poultry, and apples find a much larger market in England than formerly.

#### COMMERCE.

Official statistics of the trade of the Dominion, which were submitted to parliament on the 31st of July, go to establish the remarkable trade development of the last year, showing a total export and import of \$306,104,108, as against \$290,222,959 for 1898, a gain of \$15,881,749. This gain is attributable entirely to the increase in imports, which amounts to \$21,323,052. Exports show a falling off of \$5,441,303.

The customs revenue for the twelve months shows a total of \$25,157,930, which is an improvement over 1898 of \$3,000,142.

The statement for the twelve months of 1898 and 1899 is as follows:

	1898.	1899.
<b>IMPORTS.</b>		
Dutiable goods.....	\$74,625,088	\$87,536,085
Free goods.....	51,682,074	59,807,387
Coin and bullion .....	4,390,844	4,677,683
<b>Total.....</b>	<b>130,698,006</b>	<b>152,021,068</b>
<b>EXPORTS.</b>		
Produce of Canada.....	189,920,982	182,676,691
Foreign produce.....	14,980,888	17,896,101
Coin and bullion .....	4,628,188	4,009,868
<b>Total.....</b>	<b>159,524,968</b>	<b>154,086,660</b>

For the month of June alone, the imports were:

	1898.	1899.
Dutiable goods.....	\$5,497,768	\$7,371,651
Free goods.....	6,196,114	6,206,618
Coin and bullion.....	32,568	178,978
<b>Total.....</b>	<b>11,725,435</b>	<b>13,752,242</b>
Produce of Canada.....	12,504,246	13,044,010
Foreign produce.....	2,472,882	1,885,134
Coin and bullion.....	77,761	126,240
<b>Total.....</b>	<b>15,054,889</b>	<b>15,055,384</b>

Duty collections for the twelve-month periods were: 1898, \$22,157,788; 1899, \$25,157,930. For the month of June alone the figures are: 1898, \$1,637,789; 1899, \$2,057,492.

In these returns, export and import, it should be remembered that the transactions are only those which have passed through the books of the department at Ottawa up to the time of the compilation of the figures, and that before the accounts are closed the affairs of the twelve months will all have to be wound up, and this will add, in all probability, \$250,000 to the customs revenue. It is also pointed out by the department that the exports do not include many consignments of greater or less consequence, of which no statement is given the customs authorities. No account is taken in either the export or import figures of the transactions in the Yukon district for the financial year under review.

Although the comparison with 1898 in imports seems so favorable, it should be remembered that the returns for last year were of an exceptional character, standing far above all previous records in history. This import total of \$152,021,068 shows an increase over the average of the last ten years of \$30,000,000. The export trade, although showing very small in comparison with that of 1898, is in reality, with the single exception of the year named, larger by \$37,000,000 than the average of the last ten years, which is, perhaps, as fair a basis as could be had for comparison.

The exports included \$18,558,298 of goods not the produce of Canada. Goods produced in Canada going to make up the total are classified thus:

Produce of the mine.....	\$14,463,256
Produce of the fisheries.....	10,841,661
Produce of the forest.....	28,511,539
Animals and their produce.....	44,301,470
Agricultural products.....	33,063,285
Manufactures.....	10,678,316
Miscellaneous.....	61,405
Bullion and coin.....	1,045,723
Estimated short returns at inland ports.....	4,627,730

Total..... 145,594,385

The surplus of the farm, it will be noted, constitutes the greatest bulk of Canadian merchandise sent abroad, the two items of agricultural products and animals and their products totaling \$77,864,755, the only nonagricultural product in the second class being \$1,529,897 of furs.

Fully two-thirds of Canada's exports go to countries under the British flag. The division stands thus:

Exports to British Empire.....	\$110,779,358
To all other countries.....	53,373,325

Total..... 164,152,683

The distribution among the countries was as follows:

Great Britain.....	\$104,998,818	Belgium.....	\$973,944
United States.....	45,705,336	Newfoundland.....	2,167,860
France.....	1,025,262	West Indies.....	2,749,080
Germany.....	1,837,448	South America.....	1,060,420
Spain.....	89,675	China and Japan.....	511,919
Portugal.....	87,335	Australia.....	1,630,714
Italy.....	73,765	Other countries.....	864,168
Holland.....	376,439		

Great Britain, it will be seen, is the largest consumer of Canadian exported goods. She is, moreover, an increasing consumer. Her imports last year were \$27,771,316 more than in 1897, and rather more than double those of 1891. Next to but far behind Great Britain comes the United States, to which was sent last year \$45,705,336 of merchandise. This represents a decline from the figures of 1897 of \$3,668,136, largely the effect, no doubt, of the United States tariff, which in some of its provisions almost excludes Canadian merchandise. The exports to France last year exceeded those of 1897 by a third of a million dollars and reached the highest total in the record. Other notable increases were \$792,000 in the exports to Germany, \$272,000 to Holland, \$619,000 to Belgium, \$475,000 to Newfoundland, \$220,000 to Australia, and \$95,000 to the West Indies. There was a decrease in the value of goods sent to South America of \$345,000, and to China and Japan of \$392,000.

A comparison of the statistics relating to the imports fails to bear out some theories that were advanced a few years ago. The tables are full of evidences that a large export trade may be done with a country from which little is imported, and vice versa. The goods "entered for consumption" in Canada in 1898 came from the following countries in the following proportion:

Great Britain .....	\$32, 500, 917	Belgium .....	\$1, 230, 110
United States .....	78, 705, 590	Newfoundland .....	464, 324
France .....	3, 975, 351	West Indies .....	1, 080, 266
Germany .....	5, 584, 014	South America .....	1, 425, 653
Spain .....	488, 787	China and Japan .....	2, 317, 971
Portugal .....	47, 319	Switzerland .....	349, 678
Italy .....	421, 258	Other countries .....	1, 732, 721
Holland .....	374, 047		

There was exported to Great Britain more than three times the value of British goods brought into Canada for consumption. There was entered for consumption from the United States nearly twice the value of goods exported thereto. The imports from France and Germany, China and Japan, exceeded the exports thither by from 200 to 350 per cent. To Newfoundland was sent nearly five times the value of goods entered from that colony. The fact is that imports and exports are governed by the wants of and conditions in consuming countries, and affect each other so little that any theory based on the interdependence of any two countries falls to pieces when set against the records.

Another political theory based on recent tariff legislation in Canada is upset by a comparison of the value of the merchandise entered from Great Britain and the United States during the past five years. The figures are:

Years.	Great Britain.	United States.
1894 .....	\$38, 717, 267	\$53, 084, 100
1895 .....	81, 131, 737	54, 634, 521
1896 .....	32, 979, 742	58, 574, 024
1897 .....	29, 412, 188	61, 649, 041
1898 .....	32, 500, 917	78, 705, 590

It is peculiar that in a period covered in whole or part by a tariff policy presumably favorable to Great Britain, the Canadian imports of British goods should decline, as compared with a period during which a tariff attacked as hostile to Great Britain was in force. It adds to the awkwardness of the situation that the imports from the West Indies, also presumed to be favored by the Canadian tariff, should drop by \$600,000.

#### COLD STORAGE.

Parliament has just made an appropriation of \$70,000 for cold storage on steamships and railways, in warehouses and creameries, and for expenses in connection with trial shipments of products, and for securing recognition of the qualities of Canadian farm products.

#### BONDED OFFICIALS.

The Canadian customs department put in force a new rule, on the 5th of January last, with respect to all officers who receive public moneys in any way, and who are required to give bonds. Before that, the practice of accepting private bondsmen as security prevailed, and a great deal of supervision was necessary to insure the continued reliability of the bondsmen from year to year. Now, private bondsmen are not accepted under any circumstances, but all collectors, subcollectors, and other officers who receive money are required to file bonds of one of the four guaranty companies doing business in Canada. The system has also been adopted by the post-office department.



## AGRICULTURE AND STOCK.

Recent reports go to show that, taking everything into consideration, the crops of Canada will this year be only fairly good. Conditions in different districts have varied considerably, in some places the weather being favorable to one crop and in others favorable to another. The grain crops generally will be good. So far as hay is concerned, the crop will be very poor in some districts, in fact almost a failure, while in others it is above the average. Root crops are looking well generally, and there is a good yield in sight. Small fruits have done well, but the larger fruit, such as apples, peaches, and pears, will be far below the average. The poorness of the hay crop in places is attributed to the scarcity of rain during the months of May and June. The rainfall of July, however, was fully 8 inches throughout the Province of Quebec.

Last week, a Montreal man made an application to the department of agriculture for leave to establish an oleomargarine factory in Canada. The government has refused the petition absolutely. The policy is to allow no such manufactory or anything calculated to depreciate the quality of Canada's food products.

A scheme is afoot, and is said to be nearing completion, for the formation of a syndicate, with a capital of from \$500,000 to \$1,000,000, for supplying the Canadian and British markets with dressed meats. The capital is principally American, but two or three Montrealers are interested in the project.

The syndicate, which expects to have things running before the fall, will slaughter cattle, hogs, and sheep in Canada, west of Toronto, where fine animals can, it is said, be obtained cheaper than in the eastern market, and ship the dressed meats in refrigerator cars to Kingston, Ottawa, Montreal, and Quebec, where there will be refrigerating warehouses from which the meat will be distributed to the trade. The railway rate on dressed meats from the west to Montreal is so much lower than that on live animals, that it is calculated it will make a difference of a cent and a half per pound to the consumer.

The syndicate also proposes to enter the British market, and application will be made during the present session of Parliament for permission to kill American cattle in bond for trans-Atlantic shipment. For this privilege, the syndicate is willing to pay to the Government 25 cents on each animal. Negotiations are now pending with large refrigerator warehouses in Britain to receive and dispose of the dressed meat, should the killing privilege be obtained.

## ALUMINUM.

The company controlling the Shawinegan Falls, it is reported, has induced the Pittsburg Reduction Company to invest \$3,000,000 in the manufacture of aluminum at that place. The Pittsburg company already operates at Niagara and in England.

Establishments for the manufacture of aluminum are not numerous. The most important ones are situated at Milton, Staffordshire, near Newcastle, England; Niagara, United States; Froges, France; Neuhausen, Switzerland; Calypso, Savoy, and Schaffausen, Germany.

Aluminum, as is known, is extracted from a particular clay. Chrome is to be found in quantity in Canada, and this with a mixture of 94

per cent of aluminum will produce a metal as strong as steel. In volume, 6 pounds of aluminum are equivalent to 18 of steel. Aluminum is now being used for all kinds of purposes, and its employment is bound to become universal. It can be used, it is claimed, for ships, carriages, kitchen utensils, telegraph wires, musical instruments, including pianos, bicycles, army purposes, jewelry, coinage, lithograph stones, etc. Only two States in the American Union, Alabama and Georgia, produce bauxite, which sells at from \$3 to \$4 per ton. This mineral, it is thought, can be found in Canada, though the geological reports say nothing about it. Under this name, or as alumine, its forms the basis of aluminum.

#### PULP INDUSTRY.

It is reported, on pretty good authority, that Mr. J. Lawrence Whitcomb, a London promoter, is taking steps to form a combine of ten Canadian pulp mills having a production of 400 tons a day. The proposition is to increase the capacity within a year to 600 tons a day. A company is to be organized to purchase the properties of the various concerns to be included in the combination, and this company will, in all probability, be known as the Canadian Pulp Company. It is to be capitalized at \$10,000,000, and will operate under a special charter granted by the Canadian Parliament. The capital stock is to be divided into \$5,000,000 preferred, bearing 7 per cent, cumulative dividends, and \$5,000,000 common stock, which, it is thought, will pay all the way from 5 to 10 per cent.

The new company will send the majority of its pulp abroad to be manufactured into paper, but it is quite likely that contracts will be made with a number of United States paper mills, outside of the new trust, to supply them with pulp.

The capital stock has been all subscribed for in London and Berlin, and the company expects to be in operation within a few months.

The following is a list of the mills which Mr. Whitcomb would like to include in his combination:

Companies.	Capacity per day.	Proposed increase.
	Tons.	Tons.
Chicoutimi Pulp Co., Chicoutimi, Quebec.....	30	50
Canada Paper Co. (two mills):		
St. Raymond mill.....	10	.....
St. Antine mill.....	20½	.....
Hamelin & Ayre's, Lacute, Quebec.....	30	.....
Sault Ste. Marie Pulp and Paper Co., Sault Ste. Marie, Ontario.....	250	.....
Sturgeon Falls Pulp Co., Sturgeon Falls, Ontario.....	20	100
Sixthoo Falls Pulp Co., Weymouth Bridge, Nova Scotia.....	12	30
Acadia Pulp and Paper Mills Co. (two mills):		
Milton, Nova Scotia.....	65	.....
New Germany, Nova Scotia.....	.....	.....
Nova Scotia Wood, Pulp, and Paper Co., Mill Village, Nova Scotia.....	10	.....
Total.....	429½	180
Grand total.....	.....	609½

The growth of the wood-pulp industry in this country is simply marvelous. American capitalists, associated with a few Canadians, have recently purchased the Baptiste Mills at Calumet, and with them they have secured spruce lands that cover an area of 640 square miles. New mills of great capacity are to be erected at once.

The development of the great pulp resources is looked upon as

the coming industry for Canada, and already some \$50,000,000 are interested. Veterans in the lumber business, who know where the spruce lands abound, say that the Ottawa Valley is bound to be benefited as much as any part of Canada.

#### IRON AND STEEL PRODUCTION.

The iron and steel industry, aided by American capital, is being largely developed in Canada. It is in Nova Scotia that the greatest enterprise in this direction is manifested, although something is being done in the provinces of Quebec, Ontario, Manitoba, and British Columbia. In Nova Scotia there is abundance of hematite iron ore, as well as limestone necessary for its smelting. There are also extensive mines of coal. The province, as is well known, was famed in years past for its wooden shipbuilding. One steel company now in operation there has buildings covering an area of 25 acres. The capital is \$1,500,000; the raw material last year was valued at \$350,000; the wages paid amounted to \$300,000.

The bounties allowed by the Federal Government on steel and iron products were announced when first granted to be only temporary. The iron bounties were first given in 1883, when only three furnaces were working in Canada. They were allowed \$1.50 per ton for three years, then a second term at \$1 per ton. In 1886 the bounties were extended to 1892. In 1890 the bounty was raised to \$2 per ton for five years after 1892. This was to apply to pig iron, puddled bars, and steel billets. In 1894 an act was passed giving \$2 per ton to all existing furnaces, and in the case of new furnaces established before March, 1897, from the date of their commencing to work. In 1897 there was a revision of the tariff. The iron duties were reduced, and the bounties on iron and steel were increased. The bounties were extended to 1902, being also raised to \$3 per ton on pig iron from native ore, \$2 per ton on pig from foreign ores, and \$3 per ton on puddled iron bars made from Canadian iron. It is now, therefore, about sixteen years since these bounties were first granted, during which period it was threatened that they would be abolished, but they were doubled. The total production since bounties have been paid has been 615,153 tons, on which were paid \$1,107,530, an average of \$1.80 per ton. The tax that was to have fallen on the bounty system in 1902 has been so fixed that it will not drop until 1907. The finance minister has announced that the iron bounties hereafter will be as follows:

For the first year, the bounty on steel billets, steel ingots, and on puddled iron bars and pig iron, all made in Canada, in which the present bounty is \$3 per ton, will be \$2.70, and for the four succeeding years, \$2.25, \$1.65, \$1.05, and 60 cents, after which the bounties shall cease. On pig iron made from foreign iron ore, the bounty, which is now \$2 per ton, will be \$1.80, \$1.50, \$1.10, 70 cents, and 40 cents for five years, after which the bounty shall cease.

#### FINANCE.

It is announced officially that on June 30, last, the public debt of the Dominion was \$260,045,077.49, as compared with \$260,946,973.73 on May 31; a reduction during the month of \$901,896.24, as compared with a reduction of \$682,427.61 during the corresponding month last year. Notwithstanding the heavy outlay on permanent works during the year, the total net debt was only increased by \$2,431,170.02, from \$257,613,907.47 in 1898 to \$260,045,077.49 in 1899.

The total revenue on account of the consolidated fund during the year was \$44,698,155.39, as compared with \$38,849,474.13 for the previous year. The expenditure for the year was \$33,698,592.33, as compared with \$30,996,898.39 for the previous year. The expenditure on capital account was \$8,318,181.86, as compared with \$4,692,540.50 for the previous year.

The appropriations by Parliament at its present session will aggregate about \$52,500,000, besides over \$6,000,000 in subsidies to new railway projects, bridges, etc.

The revenue for the year is estimated at about \$51,000,000.

Briefly summarized, the subsidies are as follows:

Revotes, 499½ miles, at \$3,200 .....	\$1,597,120
New votes, 878½ miles, at \$3,200 .....	2,812,000
Ontario and Rainy River Railway, 140 miles, at \$6,400 .....	896,000
Quebec bridge .....	1,000,000
Other bridges:	
Quebec .....	201,425
Nova Scotia .....	33,750
Revote on bridges .....	50,000
<b>Total .....</b>	<b>6,590,295</b>

#### CUSTOMS RECEIPTS.

Canada's customs revenue for the fiscal year, which ended on June 30, shows an increase of \$3,453,753 over the year 1897-98. There was an increase in every month, excepting February and March, when the decreases were very small. The monthly returns for the two years were as follows:

Month.	1898.	1899.	Month.	1898.	1899.
July .....	\$1,886,167	\$2,436,491	February .....	2,010,877	2,006,788
August .....	1,746,869	2,119,198	March .....	2,423,435	2,363,204
September .....	1,965,466	2,086,661	April .....	1,882,981	2,287,962
October .....	1,744,127	1,993,271	May .....	1,797,867	2,162,657
November .....	1,648,351	1,933,993	June .....	1,746,647	2,008,124
December .....	1,806,192	1,990,214	<b>Total .....</b>	<b>21,879,375</b>	<b>25,268,808</b>
January .....	1,731,890	1,880,260			

Increase, \$3,453,753.

#### DOMINION BANK-NOTE CIRCULATION.

The statement of the comptroller of Dominion currency shows the amount now in issue at \$24,433,124, which is \$166,885 less than the amount given in the public debt statement, while a year ago it was stated at \$23,197,824, which is \$1,372,495 less than that shown in the public debt. Comparing the periods of seven months ending January 31 of the two years, there are increases in fractionals, \$1 and \$2, \$4, \$5, \$10, and \$20, and \$5,000; the largest increase, \$1,120,000, being the last-named denomination. The increase in fractionals is \$17,534; that in \$1 and \$2, \$531,717; that in \$4, \$113,872, and that in \$5, \$10, and \$20, \$576. At the same time there are contractions in \$50 and \$100 and \$500 and \$1,000, that in the former being \$25,900, and that in the latter, \$522,500. The large expansion in the issues of the smaller denominations indicates an increased holding of these notes by the public, while that in the larger shows a similar increase in the holdings by the banks. The following are the official statements of

the amounts of these notes in issue on January 31, 1898, December 31, 1898, and January 31, 1899:

	January 31, 1898.	December 31, 1898.	January 31, 1899.
Fractionals.....	\$240,302.25	\$257,782.75	\$257,886.75
\$1 and \$2 .....	7,411,957.50	8,886,787.00	7,948,675.00
\$4 .....	301,074.00	440,004.00	414,946.00
\$5, \$10, and \$20 .....	8,540.51	8,365.64	9,116.64
\$50 and \$100 .....	227,950.00	202,150.00	202,050.00
\$500 and \$1,000 .....	8,963,000.00	8,086,000.00	8,440,500.00
\$5,000 .....	6,045,000.00	7,220,000.00	7,165,000.00
Total .....	23,197,824.26	24,600,009.39	24,433,124.39

The reserve held for the redemption of these notes in issue is \$32,274,128, showing an excess of \$7,841,004, the same as a month ago. There is, however, a reduction of \$166,885 in the total amount of specie held, owing to the reduction in the amount of notes in issue. The following is the official statement of specie, guaranteed debentures, and unguaranteed debentures held for the redemption of these notes:

Specie held by the several assistant receivers-general on January 31, 1899.....	\$13,077,461.85
Guaranteed sterling debentures, £400,000 .....	1,946,666.67
Total .....	15,024,128.52
Specie and guaranteed debentures to be held under Revised Statutes of Canada, cap. 31, as amended by 58, 59 Vic., cap. 16-25, p. c., on \$20,000,000 .....	\$5,000,000.00
Specie held in excess of \$20,000,000 .....	4,433,124.39
	9,433,124.39
Excess of specie and guaranteed debentures .....	5,591,004.13
Unguaranteed debentures .....	17,250,000.00
Unguaranteed debentures to be held under the Revised Statutes of Canada, cap. 31, as amended by 58-59 Vic., cap. 16-75, p. c., on \$20,000,000 .....	15,000,000.00
Excess of unguaranteed debentures .....	2,250,000.00

#### SUMMARY.

Excess of specie and guaranteed sterling debentures .....	5,591,004.13
Excess of unguaranteed debentures .....	2,250,000.00
Total excess .....	7,841,004.13

#### CANADA'S POSTAL SYSTEM.

The Dominion is steadily improving its postal service.

The report of the postmaster-general for the year 1897-98 has just been printed. The workings of the department during the year have been marked by several changes, including a further reduction in the deficit. The deficit, which for the fiscal year ending June 30, 1896, amounted to \$781,152, was reduced in 1896-97 to \$586,539, and to \$47,602 at the close of the fiscal year 1897-98, a result which, the minister claims, rendered possible the reduction of the domestic letter rate from 3 to 2 cents per ounce, and the rate between Canada, the mother country, and a large number of Great Britain's colonial possessions from 5 to 2 cents per half ounce.

During the past year, 1,064 mail services have been let by public

tender for sums aggregating \$139,926. The previous yearly cost of these services was \$167,647. The result of these changes was an annual saving of \$27,721, or, for the four years that the contracts run, \$110,886.

In several cases, mail services have been transferred from stage to railway, resulting in a reduced stage, but increased railway service, the net result being that the mileage of the combined railway and stage mail services for the fiscal year 1897-98 exceeds that for 1895-96 by 938,283 miles.

In the report last year, it was stated that there had been a large reduction in the cost of the mail service, but that, owing to the length of time which had to elapse before the contracts entered into that year would go into operation, the results could not be included in the financial statement of that year. The department is now in a position to report the extent of such reductions, which is as follows: The railway and stage service for the year ended June 30, 1896, aggregated 29,538,600 miles and cost \$2,192,948. At the same rate, that is, 7.424 cents per mile, the cost of the service as it stood on June 30, 1898, with an increase of 938,283 miles, would have been \$2,262,003. The accounts show that the cost of this service was only \$2,117,918, which indicates a saving of \$144,685 per annum, or, for the four years' contract term, \$578,742.16.

During the financial year 1897-98, increased frequency in the mail service was given to 176 post-offices.

At the close of the fiscal year 1897-98, there had been a net increase of 179 in the number of post-offices, as compared with the number in operation on June 30, 1896.

The estimated number of letters sent through the post-office during the year exceeds that of the previous year by 11,145,000. Ten years ago, the number of letters sent through the mails in Canada was 80,200,000.

In addition to letters handled last year, there were 28,153,000 post-cards, 3,534,500 registered letters, 5,673,000 free letters, 26,595,000 newspapers and periodicals, 3,372,000 packages of printers' copy, photographs, etc., 1,813,000 packets of fifth-class matter, 316,000 parcels by parcel post, and 33,000 for the United Kingdom and other countries.

The gross revenue of the department was \$4,688,649, and the net revenue, after allowing for deductions, was \$3,527,829, an increase over the revenue of the previous year of \$324,871, equal to about 10.14 per cent.

The aggregate balance to the credit of depositors in the post-office savings banks at the close of the fiscal year was \$34,480,000, an increase of \$2,100,000 over the previous year. The average amount to the credit of each individual was \$242.47, as against \$238.55 in 1897.

The revenue from sales of stamps during 1898 exceeded that of the previous year by \$337,000.

#### POST-OFFICE STATISTICS AS AN INDICATION OF BUSINESS CONDITIONS.

The postmaster-general's report for 1898, compared with those of previous years, indicates the business conditions of the country, and the development of those relations which are manifested by the interchange of correspondence, by the transmission of money orders, and by the use of the post-office as a receptacle of public deposits. Although

it is difficult to prove by strict analysis, it is believed by those who have made a study of postal affairs that correspondence of a purely social nature, such as passes between relatives or friends, relating to personal matters, or the interchange of views and experience of mutual interest, is not seriously decreased by adverse trade conditions nor materially enlarged by prosperous times. The stream of this class of correspondence flows on steadily, its volume varying little year by year, whereas business correspondence has its tides, with their ebb and flow, which advance or decline as the conditions of trade are prosperous or depressed. The following table gives a comparison of the postal business in 1893, when a period of depression had set in, and in 1898, when the depression of four years had given way to great activity:

*Number of post-offices open and the extent of the letters and other mail matter posted in the Dominion in the years 1893 and 1898.*

Provinces.	Year.	Post-offices open.	Letters.	Post cards.	Registered letters.	Free letters.
Ontario .....	1893	3,056	57,500,000	15,175,000	1,830,000	3,700,000
Do .....	1898	3,213	69,250,000	18,250,000	1,796,000	4,235,000
Quebec .....	1893	1,533	23,200,000	3,960,000	680,000	386,000
Do .....	1898	1,696	31,125,000	4,960,000	820,000	520,000
Nova Scotia .....	1893	1,534	7,850,000	1,440,000	180,000	168,000
Do .....	1898	1,673	9,450,000	1,765,000	229,000	245,000
New Brunswick .....	1893	1,140	5,500,000	920,000	134,000	152,000
Do .....	1898	1,182	6,750,000	1,215,000	156,000	213,000
Prince Edwards Island .....	1893	347	1,190,000	160,000	30,000	29,000
Do .....	1898	409	1,350,000	198,000	33,500	34,250
British Columbia .....	1893	219	3,400,000	275,000	110,000	110,000
Do .....	1898	311	6,700,000	525,000	165,000	156,000
Manitoba and Northwest .....	1893	646	7,600,000	870,000	290,000	178,000
Do .....	1898	796	10,350,000	1,250,000	335,000	270,000
Total .....	1893	8,477	106,290,000	22,790,000	3,254,000	4,723,000
Total .....	1898	9,282	184,975,000	28,158,000	3,534,500	5,673,250
Increase 1898 over .....	1893	805	28,685,000	5,363,000	280,500	950,250
Per cent of increase .....		9.5	27.0	23.5	8.6	20.1
Total .....	1896	9,103	116,028,000	24,794,800	3,505,500	4,806,800
Increase 1898 over .....	1896	179	18,947,000	3,358,200	29,000	864,450
Per cent of increase .....		2.0	16.3	13.5	8.2	17.2

  

Provinces.	Year.	News-papers, copy, photos, samples, patterns, etc.	Printers' copy, deeds, insurance policies, etc.	Goods open to examination.	Parcels by parcel post.	Parcels for Great Britain, etc.
Ontario .....	1893	15,100,000	1,050,000	516,000	205,000	5,437
Do .....	1898	17,750,000	1,765,000	1,212,000	181,000	19,200
Quebec .....	1893	5,800,000	410,000	142,000	59,500	8,203
Do .....	1898	4,590,000	985,000	268,000	49,000	6,050
Nova Scotia .....	1893	820,000	82,000	62,000	28,500	864
Do .....	1898	885,000	170,000	115,000	24,500	1,700
New Brunswick .....	1893	740,000	76,000	44,000	17,500	582
Do .....	1898	850,000	116,000	98,000	22,000	810
Prince Edwards Island .....	1893	180,000	12,000	6,200	3,700	63
Do .....	1898	230,000	16,250	6,750	2,450	104
British Columbia .....	1893	480,000	68,000	80,000	10,500	1,252
Do .....	1898	625,000	145,000	48,000	15,000	2,900
Manitoba and Northwest .....	1893	1,100,000	102,000	37,000	24,000	1,601
Do .....	1898	1,665,000	175,000	66,000	22,000	2,600
Total .....	1893	24,220,000	1,799,000	827,200	343,700	12,992
Total .....	1898	26,595,000	8,372,250	1,813,750	316,050	33,364
Increase 1898 over .....	1893	2,375,000	1,573,250	986,550	a27,650	20,372
Per cent of increase .....		9.0	87.4	119.0	a8.0	156.0
Total .....	1896	24,024,000	2,352,000	1,820,700	321,700	22,680
Increase 1898 over .....	1896	2,571,000	1,020,250	498,050	a5,750	10,774
Per cent of increase .....		10.6	43.3	37.3	1.8	47.4

a Decrease.

Between 1893 and 1898, the increase of population is estimated to have been about 5 per cent for the whole Dominion, but, as a gross increase of population does not necessarily imply the same increase in the number of those who send or receive letters, the increase of population is not regarded as accounting for the increase in post-office business. Between 1893 and 1898 the total number of letters, post-cards, newspapers, samples, miscellaneous papers, and parcels which passed through the post-office of Canada increased from 164,259,892 to 204,465,664, an increase of 40,205,772, which is an enlargement of postal communications of 24.47 per cent in five years. The largest proportionate increase was in goods open to examination, a classification which covers foreign articles imported into Canada through the post-office, the gain in which has been enormous in the last few years, and will continue to increase rapidly under a favorable tariff. The importation of dress goods, i. e., clothing made up in England, through the post-office, is assuming proportions which those engaged in such industries in Canada may well regard with anxiety. The increase in such articles as newspapers, samples, deeds, photos, and others on which the postage is very low, has already caused a change to be made for the purpose of increasing the revenue from this service. Between 1893 and 1898, such articles increased from 26,019,000 to 29,967,000, or 15 per cent.

It is interesting to note that, in proportion to population, the people of Manitoba and the Northwest Territories receive and dispatch more letters than those in any other section of Canada. As compared with the old country, Canada stands high in the average of letters and post-cards per head. It may, however, be taken as a rule that as population becomes congested in large cities where a telephone service exists, the fewer will be the communications sent through the post-office. Having shown how the postal business of the country expanded from 1893 to 1898, owing to improved mercantile conditions which invariably increase the correspondence of the community, I will now quote figures relative to the money-order department, which has become so intimately associated with post-offices:

Years.	Total orders issued.	Payable in Canada.	Payable outside Canada.	Foreign orders payable in Canada.
1893 .....	\$12,902,975	\$10,404,857	\$2,498,118	\$2,269,635
1894 .....	13,245,990	10,487,279	2,758,710	2,224,843
1895 .....	13,187,321	10,736,647	2,450,674	2,055,984
1896 .....	13,081,860	10,726,661	2,355,199	2,124,553
1897 .....	12,987,230	10,680,835	2,306,395	2,245,467
1898 .....	14,518,480	12,082,668	2,435,821	2,162,971
Increase, 1898 over 1893 .....	1,615,505	1,677,801	.....	.....
Decrease, 1898 below 1893 .....	.....	.....	62,297	106,664

It will be noted that during the years of depression the issuance of money orders varied slightly, but last year, when trade revived, there was an expansion of \$1,531,250 over the preceding year, and of \$1,615,505 over 1893. This increase would have been much greater had not the express companies in recent years made considerable inroads in the post-office money-order business. The increase was, however, so marked in 1898 as to show the activity of the class of business which calls for these orders. It will be also noted that the increase was



wholly in orders required for remittances within the Dominion. The following is an exhibit of the money order business by provinces:

Provinces.	Orders issued.		Orders paid.	
	1893.	1898.	1893.	1898.
Ontario .....	\$6,360,396	\$6,897,243	\$6,542,773	\$7,653,417
Quebec .....	1,557,515	1,869,382	1,866,241	2,121,557
Nova Scotia .....	1,618,111	1,660,243	1,677,893	1,479,682
New Brunswick .....	929,586	863,675	897,361	837,119
Prince Edward Island .....	144,979	130,911	157,616	162,067
Manitoba and Northwest .....	1,307,748	1,740,418	961,594	1,280,263
British Columbia .....	984,831	1,396,608	462,802	705,468
Total .....	12,902,975	14,518,480	12,586,280	14,229,563

Out of the total increase in orders issued, over 50 per cent is credited to Manitoba, the Territories, and British Columbia, which is a significant indication of their improved financial condition since 1893. The deposits in the post-office savings banks in 1893 were \$24,153,193, and in 1898, \$34,480,937, an increase of 10,327,744.

#### INSURANCE AND LOSSES BY FIRE.

The insurance companies throughout Canada have suffered severely from loss by fire, so far this year. During June, the total loss was \$355,900, and the insurance loss \$242,600.

Below is a summary of fire losses in Canada for the first five months of this year, in comparison with the same length of time in 1898, as compiled by the Insurance and Financial Chronicle:

Month.	1899.		1898.	
	Total loss.	Insurance loss.	Total loss.	Insurance loss.
January .....	\$1,221,240	\$622,080	\$434,280	\$302,160
February .....	1,120,920	625,560	960,240	531,360
March .....	347,040	222,440	558,000	392,760
April .....	418,320	356,780	411,960	265,080
May .....	990,240	578,160	340,440	201,720
Total .....	4,097,760	2,405,000	2,704,920	1,693,080

#### TOBACCO.

The Canadian tobacco production for the year ending June 30, 1899, reached a total of 2,418,890 pounds, representing an increase in the consumption of this class of tobacco of 530,931 pounds over the previous year, when the duty paid product amounted to 1,887,959 pounds. In the fiscal year of 1897 the consumption was only 726,081 pounds, so that the present sale is over three times as great as it was two years ago. Whether this trade has as yet reached its limit is a matter of some speculation, but certainly it has made remarkable strides under the impetus of its increased protection.

#### SHIPMENTS OF CATTLE.

The total movement to all markets from Manitoba and the Territories for the season of 1898 was about 59,000 head, which shows a sub-

stantial increase over all previous years excepting 1897, when about 60,000 head were moved. Of this total of 59,000 head, some 16,000 or 18,000 head were stocker cattle, which were shipped to the United States. The remaining 40,000 were fat cattle, dressed for the market of eastern Canada and the British Isles. These latter were about evenly divided between domestic and range animals.

The following table shows the export movement of live stock from Manitoba and the Territories since 1894:

Year.	Cattle.	Sheep.	Hogs.	Horses.
1894	30,000	4,000	10,000	200
1895	50,000	15,000	15,000	400
1896	38,300	9,200	8,300	300
1897	60,000	10,000	8,000	400
1898	59,000			

JOHN L. BITTINGER,  
*Consul-General.*

MONTREAL, *August 1, 1899.*

## BRITISH COLUMBIA.

### VICTORIA.

The trade of the past year has not been noted for any phenomenal rush or boom, but has been steady and generally satisfactory in the Province of British Columbia, and especially on Vancouver Island. The vast coal fields have yielded more than ever before in their history, and new developments and extensions have been made which give indications of still greater results in the coming year. As Victoria is the commercial center of the island, the result has been an increase of traffic, as shown by returns from the banks, business houses, and shipping interests.

While there has been no great increase of population, signs of prosperity are evident on every hand. During the current year, up to November 1, 1899, miles of roads have been greatly improved, and new sidewalks have been constructed, the sum of \$50,000 having been expended therefor by the city corporation of Victoria. These improvements by the authorities have been emulated by private citizens, and during the same time several blocks have been erected on business streets, as well as a number of private houses, the total cost reaching nearly \$200,000, a much larger sum than that expended in any previous year in the history of Victoria, except during the fictitious boom of 1890-91. Several of the buildings erected are solid and substantial, and add much to the business appearance of the city, which has always been more noted as a residential than a commercial center.

This advance seems to be steady, and the prospects are that several other important buildings will be erected next year, as contracts have already been let. This is due almost solely to the development of coal and other mines on Vancouver Island. Lately clay, from which Portland cement can be manufactured, is reported to exist in large quantities on the west coast. This, when developed, will make another important addition to the products of Vancouver Island.

The manufactures of Victoria include the following: Products of lumber mills and iron works; giant powder and other explosives, cardboard boxes, blacking, soap, shoes, vinegar and sauces, preserves, paints, cigars, underwear, furniture, lime, brick, etc. The chemical works manufacture nitric acid, used to make dynamite, and muriatic acid, largely employed in salmon canneries, the demand exceeding the supply.

In Victoria there are over 3,000 permanent Chinese residents. The number sometimes increases to 5,000, forming from one-seventh to one-fourth of the population. Laundering, domestic service, and market gardening are almost monopolized by them. During the salmon-canning season they go in large numbers to the canneries on labor contracts made with the head men here.

In all employments in which Chinamen engage, except domestic service, they underbid the white laborer. They are diligent; persistent, and persevering. In consequence of this there is a strong popular objection to Chinese immigration, which found expression in a demand that the impost be raised to \$500. This the Dominion Government has not seen fit to concede.

The Japanese are not laundrymen or gardeners, but act as domestic servants, and are especially useful in hotels as messengers and pages, where promptness and politeness are required. They are also fishermen in large numbers, competing in this respect with white men and Indians. They strongly object to being classed with the Chinese as undesirable immigrants, insisting that their purpose is to assimilate with the white population and become permanent residents.

Exclusion of Chinese and Japanese is beyond the power of the Province, but under color of police regulations some hindrances to their employment are imposed. For instance, a provincial act prohibiting the employment of Asiatics underground was passed. This being considered "*ultra vires*" by Great Britain, a rule forbidding the employment underground of men unable to read the mining regulations in English was issued by the provincial government, which rule the authorities are endeavoring to enforce.

A woollen mill started at New Westminster did not succeed on account of the high price of white labor, popular feeling forbidding the employment of Chinese. It is probable that the objection to Chinese labor will grow rather than decline, and so long as it continues this province will have to be fed, clothed, and generally furnished from without; and notwithstanding the tariff protecting Canadian-made goods, and the discrimination favoring goods made in Great Britain, the American preponderance of trade will continue and increase.

The rainfall in Victoria is 30 inches per year, against 50 inches in the neighboring city of Vancouver; but it is very persistent during the winter months.

#### TRADE WITH THE UNITED STATES.

The trade of the United States with the Province of British Columbia exceeds that of all other countries combined, except of Canada itself. The manufacturers of eastern Canada, by which is meant the provinces of Ontario and Quebec, have learned to copy American methods; indeed, many of them are American citizens, so that they are quick to adapt their products to the demand, and the Canadian

tariff so shields them that they compete successfully with foreign producers.

As compared with Europe, United States trade with this province is not destined to suffer any diminution, but will grow with the increase of population. It is not impossible, however, that Japan may prove a competitor in some branches of manufacture. Straw hats, for instance, have come hitherto almost exclusively from the United States. The Japanese hats have been so inferior in make that there has been no sale for them; but the Japanese are improving in this respect. Japanese crockery and matches are coming in. The trade in California wines has much increased during the past year. American and Canadian flour sell here in about equal quantities, the duty and railroad freights about offsetting each other.

There are few factories of any kind, as stated, the high prices for labor retarding their establishment. If, however, Asiatic labor should be brought in, there seems to be no reason why woollen and other factories should not succeed. There are many Chinese and Japanese in the province, and every ship from the Orient adds to their number.

#### MINERAL RESOURCES.

The whole of British Columbia is heavily mineralized. Iron occurs in abundance, but there are no iron smelting furnaces; copper, lead, silver, and gold are also mined. In the southeastern part of the province are smelters, and recently one has been built at Texada, an island in the Gulf of Georgia, east of Vancouver Island. The deposits of copper ore on Vancouver Island and adjacent islands are numerous; the grade generally is low, though occasional rich veins are found. Gold in small quantity occurs in the copper. In the eastern part of the province, besides the gold-copper ore, there is also silver lead. A large part of the province is still unexplored; even on Vancouver Island there are considerable areas where the foot of white man has never trod. It is evident that the undeveloped resources of this vast province offer a field for American enterprise and American capital.

#### BANK CLEARINGS.

Last November, a clearing house was established at Victoria. The returns of the eleven months during which it has been in operation are as follows, the figures being for the four weeks ending on the dates named:

November 22, 1898.....	\$2, 723, 553	June 6, 1899.....	\$2, 513, 022
December 20, 1898.....	2, 592, 606	July 4, 1899.....	2, 299, 907
January 17, 1899.....	2, 427, 277	August 1, 1899.....	2, 794, 479
February 14, 1899.....	2, 618, 763	August 29, 1899.....	2, 741, 894
March 14, 1899.....	2, 474, 323	September 26, 1899.....	2, 806, 736
April 11, 1899.....	2, 487, 704		
May 9, 1899.....	2, 712, 605	Total for 11 months....	31, 192, 869

#### FAILURES.

The number of failures in the province of British Columbia during the year ended October 1, 1899, was 61, with assets of \$352,536 and liabilities of \$357,275. Last year, the failures were 59; assets, \$560,247, and liabilities \$543,995.

## SHIPPING.

The past year has been fairly prosperous in this consular district, yet the volume was not so large as in 1897-98, owing to the subsidence of the rush to the Klondike gold fields. There has been a marked decrease in the number of American vessels calling at Victoria, due in part to the same reason, but largely to the demand made by the local transportation company that American steamers should not call, but leave the business here to be supplied by home vessels. So insistent has been this demand, backed by a threat to cut rates if it was not heeded, and the imposition of a tariff of 8 cents per ton for annual inspection, that now—save the daily ferry to the sound, a mail steamer once a month, and the San Francisco steamers every five days—very few American vessels call at this port. The result is that residents of Victoria coming from Skagway are often carried by this port to Seattle, and return to Victoria on the daily ferryboat. The following table shows the arrivals and departures of American vessels at Victoria during the last two years, ending September 30:

Year.	Vessels.	Tonnage.
1898 .....	867	730, 684
1899 .....	789	671, 963
Decrease .....	78	58, 721

The total number of vessels clearing at this port during the year ending June 30, 1899, was:

Where registered.	Vessels.	Tonnage.
United States .....	846	655, 764
British:		
Coasting, 1,612; tonnage, 494,897	1, 816	702, 670
Deep sea, 204; tonnage, 207,778		
Other countries.....	21	44, 008
Total.....	2, 683	1, 402, 442

Victoria still remains the leading port of Canada, save Montreal, which exceeds this in the number and tonnage of vessels clearing during the past twelve months.

## SEASON'S SALMON PACK.

Returns indicate the salmon pack of British Columbia to be the largest on record, except that of 1897, being nearly 200,000 cases larger than in 1898. Fraser, Skeena, Namu, and Alert Bay are responsible for the increase, there having been a falling off on the other rivers. Rivers Inlet, for instance, is 30,000 cases short of last year. The Naas is also 5,000 cases short this year. The Skeena cannery was delayed a week through a strike of the fishermen, but even then filled all their cans. The Fraser River profits will not be in proportion to the pack, as the cannery had to pay an exceptionally high price for fish. The Alaska pack is estimated at 1,000,000 cases, the Puget Sound pack at two-thirds of that, and the Columbia River pack at 300,000. The sound canneries

are a comparatively new factor in the business, but their pack does not materially interfere with the market for British Columbia salmon, as a new outlet has been found in the United States for the sound product. To handle the product of the British Columbia canneries eight vessels have already been chartered, as against a fleet of five last year. The statement of production follows:

	1897.	1898.	1899.
	<i>Cases.</i>	<i>Cases.</i>	<i>Cases.</i>
Fraser River.....	860,549	268,208	463,600
Skeena River.....	65,905	80,000	106,000
Rivers Inlet.....	40,207	105,484	70,000
Naas River.....	20,847	20,000	15,000
Namu and Alert Bay.....	12,959	8,189	11,000
Lowe Inlet.....	10,666	10,323	10,000
West coast Vancouver Island.....	4,434	4,330	4,000
Total.....	1,115,477	496,529	679,600

The average price this year in Victoria is \$4.50 to \$5 per case. This industry alone realized over \$3,000,000 the past season.

#### EDUCATIONAL.

Last year \$290,255.26 was expended on public schools in the province of British Columbia, as follows: Teachers' salaries, \$180,437.58; per capita grants to city districts, \$52,922.64; new schoolhouses and repairs, \$42,498.89; education office, \$14,396.15. The whole number of pupils enrolled was 17,648, with an average daily attendance of 11,055.65. Teachers employed, 422. The number of schools in operation was 261, of which 4 were high, 25 graded, and 232 common schools. In addition, there are 72 "assisted" schools, located at small settlements. The appropriation for education in the province for the year ending June 30, 1900, including \$20,000 for construction and repairs, is \$324,560. The school system is free and nonsectarian. The provincial government builds a schoolhouse, makes a grant for incidental expenses, and pays a teacher in every district where twenty children between the ages of 6 and 16 can be brought together. Smaller schools are "assisted" by cash allowances. The cities have charge of their own schools and receive from the provincial government a per capita grant of \$10 annually for all scholars in attendance. The salary paid to teachers is \$50 per month in rural districts and runs up to \$110 in city and high schools. Attendance on public schools is compulsory. The education department is presided over by a minister of the province. There is also a superintendent, who resides at Victoria, and five inspectors in the province; also a board of trustees in each district.

## IMPORTS AND EXPORTS.

*Imports into consular district of Victoria during fiscal year ending June 30, 1899.*

## DUTIABLE ARTICLES.

Articles.	From United States.	From other countries.	Total.
Animals .....	\$82,826	.....	\$82,826
Acids .....	24,617	\$27	24,644
Breadstuffs .....	27,549	32,797	60,346
Beer and ale .....	12,145	.....	12,145
Bicycles .....	22,712	.....	22,712
Brass, and manufactures of .....	8,906	.....	8,906
Coffee .....	3,434	.....	3,434
Drugs, dyes, etc. ....	55,705	11,710	67,415
Electric apparatus .....	5,928	.....	5,928
Fruits and nuts .....	78,405	3,470	81,875
Fish, preserved .....	2,981	7,326	10,257
Furniture .....	8,925	412	9,337
Gunpowder and explosives .....	7,909	636	8,545
Gutta-percha, and manufactures of .....	17,410	3,673	21,083
Grains, and products of .....	95,927	562	96,489
Glass, table, etc. ....	11,355	14,074	25,429
Iron, and manufactures of .....	179,122	33,252	212,374
Inks .....	2,072	814	2,886
Jewelry .....	4,550	1,785	6,315
Leather, and manufactures of .....	41,895	3,182	33,673
Lead, and manufactures of .....	4,169	588	4,707
Malt .....	10,834	.....	10,834
Mattresses .....	3,181	.....	3,181
Metal, and manufactures of .....	7,754	406	8,160
Milk, condensed .....	18,765	.....	18,765
Musical instruments .....	6,981	419	7,350
Meats .....	102,717	11,987	114,704
Oils .....	23,105	10,047	33,152
Opium .....	.....	144,197	144,197
Oysters .....	14,241	24	14,265
Packages .....	16,161	36,315	52,476
Paints and colors .....	4,671	14,256	18,927
Paper, and manufactures of .....	21,286	6,821	28,107
Provisions .....	22,773	.....	22,773
Post-office packages .....	9,304	10,308	19,612
Sauces .....	3,158	6,013	9,171
Ships, and parts of .....	28,689	.....	28,689
Silk, and manufactures of .....	2,251	81,567	83,818
Spirits and wines .....	7,830	230,833	238,663
Sugars, sirups, and molasses .....	11,056	29,184	40,239
Seeds .....	5,906	269	6,175
Soap .....	8,504	12,246	20,750
Spices .....	2,810	2,454	5,264
Tobacco, and manufactures of .....	10,768	43,186	53,954
Tobacco pipes .....	146	8,604	8,750
Umbrellas .....	194	3,600	3,794
Vegetables .....	17,668	4,721	22,389
Watches .....	472	384	856
Wood, and manufactures of .....	21,430	2,246	23,676
Wool, and manufactures of .....	1,697	101,408	103,105
All other goods .....	259,061	178,235	437,296
Total .....	1,380,189	1,152,099	2,532,288

## FREE ARTICLES.

Army and navy .....	\$2,804	\$232,445	\$235,249
Brimstone .....	12,284	9,045	21,329
Bananas .....	6,245	.....	6,245
Coffee .....	.....	26,867	26,867
Corn .....	9,883	.....	9,883
Diamonds .....	.....	1,251	1,251
Diamond drills .....	1,325	.....	1,325
Grease .....	4,114	.....	4,114
Lobsters, fresh .....	800	.....	800
Logs, unmanufactured .....	13,626	.....	13,626
Nets and seines .....	6,081	.....	6,081
Oil cake .....	3,258	.....	3,258
Settlers' effects .....	27,778	11,809	39,587
Skins, not dressed .....	5,563	.....	5,563
Shingles .....	8,118	.....	8,118
Salt .....	.....	2,557	2,557
Timber:			
Sawed, rough, oak .....	3,044	.....	3,044
Sawed, rough, other woods .....	1,390	.....	1,390
Tobacco .....	12,705	.....	12,705
Soda nitrate .....	82,532	9,890	92,422
Tin pigs .....	16,112	4,588	20,650
Tea .....	.....	84,412	84,412
All other goods .....	82,984	205,192	288,176
Total .....	250,898	538,026	788,922

## SUMMARY.

Imported from the United States, dutiable .....	\$1,380,169
Imported from the United States, free .....	250,890
Imported from other countries, dutiable .....	1,152,069
Imported from other countries, free .....	588,026
<b>Total imports .....</b>	<b>3,321,190</b>
<b>Total imports from United States .....</b>	<b>1,631,065</b>
<b>Total imports from other countries .....</b>	<b>1,690,125</b>
<b>Total .....</b>	<b>3,321,190</b>

*Exports from consular district of Victoria during year ending June 30, 1899.*

Articles.	To United States.	To other countries.	Total.
Animals .....	\$3,399	\$1,353	\$4,752
Coal .....	2,604,973	217,903	2,822,876
Copper and other ores .....	9,737	.....	9,737
Furs and skins of marine animals .....	4,668	290,400	295,068
Furs, undressed .....	28,689	146,448	175,137
Gold dust, quartz, etc .....	478,113	85	478,198
Gold bullion and coin .....	124,856	.....	124,856
Hides and skins .....	104,360	.....	104,360
Household effects .....	12,114	7,500	19,614
Lumber .....	1,500	207,924	209,424
Poles, piling, etc .....	.....	12,966	12,966
Salmon .....	591	342,447	343,038
Silver coin .....	7,060	.....	7,060
Other goods .....	74,891	48,976	123,867
<b>Total .....</b>	<b>3,454,951</b>	<b>1,275,992</b>	<b>4,730,943</b>

## RECAPITULATION.

Products of mines .....	\$3,311,279
Products of fisheries .....	639,621
Products of forest .....	222,380
Animals and their produce .....	289,196
Agricultural products .....	6,475
Manufactures .....	64,793
Miscellaneous articles .....	65,288
Bullion .....	6,946
Coin .....	124,965
<b>Total .....</b>	<b>4,730,943</b>

## EXPORTS TO THE UNITED STATES.

The exports from this consular district to the United States during the year ended June 30, 1899, were \$2,792,898.89, against \$2,331,731.55. the year previous. Following is a detailed list of the declared exports for year ended June 30, 1899:

Acid and soda .....	\$608.18	Junk .....	\$2,312.33
Coal .....	2,177,944.37	Liquors .....	10,238.98
Coal tar .....	589.70	Miscellaneous goods .....	6,142.34
Collections of stamps .....	752.50	Mining-stock certificates a. .....	5,002.50
Driving outfit .....	990.00	Nitrate soda .....	3,660.42
Dogs .....	1,265.00	Oat hulls .....	943.83
Earthenware .....	2,885.00	Ore—gold, silver, and cop- per .....	11,148.70
Gold bullion .....	384,562.09	Porcelain butts .....	6,200.36
Groceries .....	3,248.73	Returned American goods .....	34,754.71
Hides and furs .....	133,279.65	<b>Total .....</b>	<b>2,792,898.89</b>
Household goods .....	4,165.00		
Iron drums .....	2,214.50		



## PROVINCE OF BRITISH COLUMBIA FINANCES.

The following is the official statement of the receipts and expenditures of the province of British Columbia for the fiscal year ended June 30, 1899:

## RECEIPTS.

Dominion subsidy.....	\$242,689.46
Land sales.....	73,807.51
Land revenue.....	11,264.65
Survey fees.....	1,024.15
Rents, exclusive of land.....	239.00
Rents, ferries.....	25.00
Timber leases.....	24,143.31
Timber royalty and licenses.....	64,323.48
Free miners' certificates.....	155,104.25
Mining receipts, general.....	186,702.90
Licenses.....	93,496.32
Fines and fees of court.....	15,652.54
Probate fees.....	3,807.98
Succession duty.....	1,909.03
Law stamps.....	11,005.05
Registry fees.....	101,569.57
Sale of government property.....	851.18
Marriage licenses.....	4,415.00
Revenue tax.....	104,265.00
Real-property tax.....	119,877.68
Personal-property tax.....	114,901.08
Wild-land tax.....	47,309.08
Income tax.....	9,872.27
Mineral tax.....	34,121.73
Revenue service refunds.....	452.81
Tax-sale deeds.....	220.00
Commission and fees on sales for taxes.....	524.16
Printing office.....	17,385.28
Registered taxes (all denominations).....	26.00
Bureau of mines.....	606.55
Asylum for the insane.....	4,034.83
Provincial home.....	161.28
Reimbursements in aid.....	3,509.08
Chinese restriction (act 1884, Dominion statutes).....	26,400.00
Interest on investment of sinking funds.....	22,057.00
Interest.....	812.17
Miscellaneous receipts.....	33,072.22
<b>Total receipts.....</b>	<b>1,531,638.60</b>

## EXPENDITURES.

Public debt (see note below).....	\$287,033.31
Civil government (salaries).....	131,578.40
Administration of justice (salaries).....	184,781.75
Legislation.....	43,603.37
Public institutions (maintenance).....	113,771.90
Hospitals and charities.....	57,553.27
Administration of justice (other than salaries).....	86,630.28
Education.....	268,653.46
Transport.....	16,756.05
Rent.....	48.50
Revenue services.....	12,521.70
Public works:	
Works and buildings.....	252,369.36
New Parliament buildings, Victoria.....	9,207.51
Government house, Victoria.....	3,592.20
Roads, streets, bridges, and wharves.....	600,910.25
Surveys.....	15,037.64
Miscellaneous.....	148,830.65
<b>Total.....</b>	<b>2,232,879.60</b>

NOTE.—Less payment on sinking fund investment account, \$66,405.74, which amount is included in the above expenditures, under "Public debt" ..... \$66,405.74

Net expenditure ..... 2,166,473.86

The receipts and expenditures of the province of British Columbia during the ten years ended June 30, 1899, were as follows:

Year ended June 30—	Receipts.	Expenditures.	Year ended June 30—	Receipts.	Expenditures.
1890.....	\$845,522.66	\$911,408.16	1895.....	\$896,025.58	\$1,906,924.99
1891.....	964,948.54	993,855.96	1896.....	969,765.22	1,614,723.62
1892.....	1,038,237.96	1,370,431.69	1897.....	1,383,048.24	1,569,071.63
1893.....	1,019,206.00	1,431,438.51	1898.....	1,439,623.40	2,001,031.85
1894.....	821,660.55	1,514,405.10	1899.....	1,531,638.60	2,166,473.86

## RAILROADS.

The present mileage of railroads in British Columbia is:

	Miles.
Canadian Pacific—main line and branches .....	505.30
Columbia and Kootenay .....	28.50
Esquimalt and Nanaimo .....	78.01
Kaslo and Slocan .....	31.80
Nakusp and Slocan .....	36.90
Shuswap and Okanagan .....	51.00
Victoria and Sidney .....	16.26
Red Mountain .....	6.00
Columbia and Western .....	21.00
New Westminster Southern .....	22.00
Robson to Greenwood .....	89.50
New Westminster, Vancouver (electric) .....	12.00
Total .....	957.67

The bonded debt of the railroads, outside of the main line of the Canadian Pacific, is, in round numbers, \$5,500,000; and the total cost of railways in the province about \$48,000,000, inclusive of rolling stock and other plant.

Only the Esquimalt and Nanaimo (78.01 miles) and the Victoria and Sidney (16.26 miles) are on Vancouver Island, which is about 300 miles long, with an average breadth of 50 miles. The other railroads are on the mainland. The Esquimalt and Nanaimo Railway received \$750,000 in cash as a bonus from the Dominion, and 1,900,000 acres on the island from the province, the lands to be free of taxation forever and the road exempt for ten years. The Victoria and Sidney, a line built in connection with a project for a ferry running from Sidney to Point Roberts—which ferry has not yet materialized—received a bonus of \$3,200 per mile from the Dominion government, and one-half the 4 per cent interest on the bonds was assumed by the city of Victoria, which is now annually paying \$9,000 on same.

In the past year there have been several projects to bring Victoria in closer touch with the mainland, it being felt that this city was becoming more and more isolated. A proposition was first made to put on a 20-knot steamer from Vancouver to Chemainus, there to connect with the Esquimalt and Nanaimo Railway, and thus shorten the time between Vancouver and Victoria to three hours. Another proj-

ect was to run a faster steamer direct from Vancouver to Victoria. Another was to establish a fast ferry between Sidney and Point Roberts, and thus utilize the short line between Sidney and Victoria, now comparatively useless, and then to build other short lines of railroad on the mainland, connecting with New Westminster, Chilliwack, and other points on the Fraser River. Still another proposal was to equip a daily car ferry to connect with the projected Port Angeles and Eastern Railroad, which is to run 110 miles south to Olympia and connect with the American railroad systems. All these asked a subsidy from the city, and so far none have been accepted. Discussion is still going on, however, and a project is on foot, on the supposition that the Port Angeles ferry will materialize, to extend the Esquimalt and Nanaimo Railway from Wellington, its present terminus, 200 miles to Cape Scott, the extreme north end of Vancouver Island, and thus make this island the highway to Alaska. An application has been filed for a charter for this purpose. The natural conservatism of the people and the fact that all the railroads now in existence on the island are pecuniary failures render the realization of any of these projects problematical.

Application will be made at the next session of the Canadian Parliament for an act to incorporate a company with power to build either a standard or narrow-gauge railway from a point in Comox district, Vancouver Island, near the east coast of the island, to run northerly by the most feasible route through Sayward and Rupert districts to a point near Cape Scott, or near the north end of Vancouver Island, with power to construct, operate, and maintain branch lines to the coast on either side of Vancouver Island, and all necessary roads, bridges, ways, and ferries, and to build, own, and maintain wharves, docks, sawmills, and coal bunkers. This road, as stated, would connect with the present Esquimalt and Nanaimo Railroad, running from Victoria to Wellington, and thus make a continuous railway line from the extreme south to the northernmost port on Vancouver Island.

The Canadian Pacific Railroad is about to construct a double track from Montreal to Vancouver. It is announced that this gigantic work will be commenced next spring and be steadily pushed to its completion. It will involve the expenditure of many millions of dollars and the employment of large numbers of men.

ABRAHAM E. SMITH, *Consul*.

VICTORIA, *December 2, 1889.*

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## NEW BRUNSWICK.

### MONCTON.

#### LOCATION.

This consular district embraces the consular agencies of Newcastle and Richibucto.

Moncton is situated on the Petitcodiac River, immediately above the point known as "The Bend." The river is shown to be, from bank to bank, 3,700 feet wide. The mean depth at high water is 25 feet. This varies with the phases of the moon from 21 minimum to 32 maximum rise and fall of the tide. It is therefore impossible for any vessel to enter or depart except with the tide.

This place is a railway center and is the headquarters of the Inter-

colonial Railway, as all the head offices and repair shops are located here, giving employment to about 1,500 people.

The Canadian Pacific Railway and the Moncton and Boutouche Railway run through this district. The Moncton and Boutouche Railway operates 35 miles only, and hardly pays running expenses.

#### EXPRESS AND FREIGHT RATES.

Express rates are the same as in the United States. Express money orders to any place in the United States or Canada cost: \$3 and under, 3 cents; from \$3 to \$5, 4 cents; \$5 to \$10, 6 cents; \$10 to \$20, 10 cents; \$20 to \$30, 12 cents; \$30 to \$40, 15 cents; \$40 to \$50, 18 cents; \$50 to \$60, 20 cents; \$60 to \$75, 25 cents; \$75 to \$100, 30 cents. Larger amounts in proportion.

Freight rates from Moncton to Boston, about 500 miles distant, per 100 pounds, are: First class, 54 cents; second class, 48 cents; third class, 37 cents; fourth class, 29 cents.

Steamship freight rates, Moncton, St. John, Boston, per 100 pounds, are: First class, 49 cents; second class, 41 cents; third class, 33 cents; fourth class, 27 cents; fifth class, 22 cents; sixth class, 20 cents.

#### CREDITS AND LICENSES.

The usual time for credit is thirty, sixty, and ninety days, and business methods are much the same as in the United States. Sample goods are sold by commercial travelers at wholesale prices. No licenses are required and commercial travelers are at liberty to compete with the local trade. No retail peddlers are allowed to sell on the streets, and no butcher shops are permitted outside of the city market.

#### EXPORTS.

The total exports to the United States, Great Britain, and other countries from the port of Moncton for the years ended June 30, 1898, and June 30, 1899, amounted to:

Countries.	1898.	1899.
United States .....	\$144,978	\$138,529
Great Britain .....	498,088	351,618
South America .....		5,842
British West Indies .....		917
Total .....	688,016	496,906

This shows a falling off from the previous year of \$147,869. The decrease in exports to Great Britain was \$141,420; to the United States, \$6,449.

The following shows exports to the United States and Great Britain for the year ended June 30, 1899, from the ports of:

Ports.	To United States.	To Great Britain.
Newcastle .....	\$55,240	\$598,165
Chatham .....	256,098	580,867
Sackville .....	7,920	68,981
Total .....	318,258	1,246,013

The total value of exports from this consular district for the year ended June 30, 1899, was:

To the United States.....	\$456, 787
To Great Britain.....	1, 597, 631
To South America.....	5, 842
To the British West Indies.....	917
Total.....	2, 061, 177

The exports through this consular district consist chiefly of gypsum, of which 65,915 tons (crude), 15,723 barrels calcined, and 366 barrels terra alba were exported during the year named. Forest products—principally laths, boards, deals, and scantling—were also sent, although a decided decrease in the exports of lumber to the United States is noted. The bulk of sawed lumber goes to Great Britain, which the shippers consider a much better market than the United States.

Canned lobsters, fresh frozen smelts, hay, potatoes and grindstones, boards and wood are sent to South America; vegetables and hay to the British West Indies.

The shipping of canned lobsters has not only decreased but has stopped altogether, so far as Moncton is concerned. In fact, the export business of Moncton proper has entirely disappeared. The exports in 1896 were valued at \$21,941; in 1897, at \$5,317; and in 1898, at \$750.

#### IMPORTS.

The imports from the United States, Great Britain, and other countries to Moncton Port for the two years ended June 30, 1898, and June 30, 1899, were as follows:

Countries.	1898.	1899.
United States.....	\$274, 328	\$213, 284
Great Britain.....	63, 428	59, 613
Spain.....	997	2, 749
Holland.....	185	143
France.....	175	.....
Germany.....	401	.....
China.....	4, 098	.....
Belgium.....	171	599
Greece.....	.....	2, 457
Total.....	343, 783	278, 835

Decrease.....	\$84, 948
Decrease of imports from the United States.....	61, 044
Decrease of imports from Great Britain.....	3, 815

The imports from the United States and Great Britain for the year ended June 30, 1899, to the following ports were:

Ports.	Imports from United States.	Imports from Great Britain.
Newcastle.....	\$32, 664	\$10, 213
Chatham.....	80, 639	68, 586
Sackville.....	27, 831	7, 530
Total.....	141, 134	81, 329

The total imports from the United States, Great Britain, and other countries into this consular district for the year ended June 30, 1899, were:

United States .....	\$354, 418
Great Britain .....	140, 942
Other countries .....	5, 738
Total .....	501, 098

The following statement gives the kinds of goods imported into this district:

*From United States.*—Baking powder, shoe dressing, printed books, brass, and manufactures of, biscuits, bicycles, cement, cottons, fancy articles, glassware, gutta-percha, hats and caps, iron, and manufactures of, leather, marble, musical instruments, oil, paint, seed, starch, trunks and valises, wood, and manufactures of, anthracite coal, corn (Indian), boots and shoes.

*From Great Britain.*—Liquor, fancy articles, flax, gloves and mittens, gutta-percha, sugar, hats and caps, silks, pickles, umbrellas, woollens, spices, starch, paints, paper, oilcloth, cottons, earthenware, tin, and zinc.

#### BOOTS AND SHOES.

Boots and shoes are widely manufactured in Canada, the tariff favoring the industry. The superiority of those made in the United States is well known, although the duty of 35 per cent shuts them out.

#### BICYCLES.

Bicycles are in use to a very large extent, notwithstanding the fact that streets here are in a bad condition. The trade is equally divided between American and Canadian manufacturers, although 30 per cent protection is given the latter by this government.

#### JEWELRY, WATCHES, CLOCKS, AND SILVERWARE.

These articles are mostly of United States manufacture, and branch houses in Montreal and Toronto provide for the needs of the jewellers here. There are watch-case factories in Canada, but 50 per cent of the cases and 80 per cent of the movements sold here are of American manufacture. The remaining 20 per cent of movements are of Swiss make. There are also a few English watch movements in the market.

#### INDUSTRIES.

Quarrying gypsum and manganese ore, sawing lumber, preparing wood pulp, and agricultural pursuits are the chief industries of this consular district.

The Gypsum Company at Hillsborough, 14 miles distant from Moncton, employs an average of 200 men and boys annually. It also employed 116 vessels, with 900 sailors, during the last season, in shipping their product to the United States.

The producers of manganese are employing about 90 men, but they have not as yet shipped to the United States, although I have been informed that shipping will soon be started from Bridgeville, Nova

Scotia, where their blast furnace is located. Both the gypsum and manganese companies are carried on by American capital.

The Moncton Woolen Mill and Manufacturing Establishment employs about 75 men and women, with an annual output of \$125,000, for home trade only.

The sugar refinery at Moncton, which was destroyed by fire about three years ago, has not been rebuilt and the work is confined to manufacturing cooperage stock for the two refineries at Halifax, which are owned by one company. It manufactures annually about 2,500 cords of hardwood into staves, for which it pays \$5 a cord; and 1,500 cords of spruce wood at \$2.50 a cord, for heading. It employs about 60 men and boys, at an average wage of \$1 per day. The annual output amounts to 500,000 staves and 250,000 pair of heads; value, about \$40,000.

The Dominion Cotton Mills Company employs some 265 men and girls, at an average wage of \$4.07 per week, and its annual output amounts to 1,304,096 pounds, 5,202,056 yards, for home trade only.

There is one shoe factory in Shediac and also one in Sackville; they use United States machinery and their weekly output amounts to 3,000 pairs.

This province is known as a great hay producer; and the manufacture of the Nixon Hay Press, a United States patent sold to a local company, was considered an excellent undertaking. Nevertheless, after two years' operation the factory, including all machinery and stock, was sold for a trifle through the sheriff, and the building will be occupied as a branch shop by the woolen mill. One of the stockholders told me they did not have the capital to run the concern on a large scale, and owing to extended credits, calamity was certain.

#### WAGES.

The following table shows the average wages paid:

Bookkeepers, per month.....	\$40.00 to \$100.00
Clerks in stores, per month.....	20.00 to 60.00
Conductors, passenger, per month.....	75.00 to 100.00
Conductors, freight, per month.....	60.00 to 75.00
Railroad clerks, per month.....	30.00 to 50.00
Engineers, railway, per month.....	90.00 to 125.00
Domestic servants, per month.....	5.00 to 11.00
Mechanics, per day.....	1.00 to 2.50
Factory operatives, per day.....	1.00 to 2.00
Laborers, per day.....	.90 to 1.25

#### CURRENCY AND RATE OF EXCHANGE.

There has been no appreciable variation in currency and the rate of exchange. The money values of gold and silver on both sides of the line are identical as affecting the interests of trade in the consular district of Moncton.

#### PRICES.

The average prices paid for products in the market of Moncton, July 29, 1899, were:

*Butter, eggs, and poultry.*—Butter, tub, 16 to 18 cents; butter, rolls, 18 to 20 cents; eggs, per dozen, 12 to 16 cents; chickens (old), per pair, 60 to 70 cents; spring chickens, per pair, 50 cents; geese, each, 70 to 80 cents.

*Meat and lard.*—Fresh porterhouse steak, per pound, 16 to 18 cents; round steak, per pound, 14 cents; hamburg steak, per pound, 16 cents; rib roast, per pound, 14 to 16 cents; boiling meats, per pound, 10 to 12 cents; ham, per pound, 12 to 14 cents; ham, sliced, per pound, 18 cents; shoulder, per pound, 11 cents; bacon, per pound, 15 cents; mutton chops, per pound, 12 to 14 cents; spring lamb, per pound, 12 to 14 cents; lard, per pound, 15 cents.

*Fruits and vegetables.*—Apples, each, 1 cent; tomatoes, per pound, 12 cents; peaches, each, 3 cents; cherries, per pound, 20 cents; pease, per peck, 40 cents; carrots, per bunch, 5 cents; new potatoes, per peck, 40 cents; lettuce, per head, 4 to 5 cents; rhubarb, per pound, 2 cents; onions, per bunch, 5 cents; lemons, per dozen, 20 to 25 cents; oranges, per dozen, 40 to 50 cents; bananas, per dozen, 25 to 30 cents; radishes, per bunch, 5 cents; red raspberries, per quart, 10 cents; blueberries, per quart, 5 cents; beans, per peck, 40 cents; cucumbers, each, 4 to 6 cents; cabbages, each, 15 to 20 cents; watermelons, each, 40 to 50 cents.

*Fish.*—Trout, per pound, 15 cents; codfish, per pound, 5 cents; fresh mackerel, each, 10 to 15 cents; fresh halibut, steaked, per pound, 25 cents.

*Baled hay and straw.*—Hay, pressed, per ton, \$7; straw, pressed, each bale, 50 cents.

*Flour.*—Hungarian, per barrel, \$5.25; Five Roses, per barrel, \$5.

*Oil and coal.*—Kerosene oil, per gallon, 25 to 28 cents; soft coal, per ton, \$4.25; anthracite coal, per ton, \$5.75.

The high price of kerosene oil as compared with the price in the United States is due to the Canadian tariff, which is the chief obstacle to the importation of large quantities of American products into this market.

GUSTAVE BEUTELSPACHER,  
*Commercial Agent.*

MONCTON, August 1, 1899.

#### SUPPLEMENTARY.

In obedience to Department circular issued July 10, 1899, I submit further details in connection with business and mineral developments in this consular district.

It would appear from information I have gleaned that the mineral resources here give great promise of wealth. The Provincial Government is successfully carrying out schemes of development. A large amount of American capital has been introduced. In regard to my report on coal in New Brunswick (see Consular Reports, No. 225, June, 1899, page 337<sup>1</sup>), I would say that my statements are being verified. Though some delays have occurred, rapid progress is being made, and the New York capitalists have every confidence in a large output.

#### OIL BORING.

Another industry is about to be introduced. For some time, it has been thought that vast deposits of oil existed in this province. Boring was commenced last September, about 6 miles from Moncton, in the

<sup>1</sup>Also Advance Sheets of Consular Reports, No. 404, April 19, 1899.



county of Westmoreland, and is being prosecuted vigorously. Boston capital has been interested, and a company has been formed with \$1,000,000 stock, fully paid up.

After the 21st of this month, four more wells will be started. The work is being carried on under the direction of Prof. N. S. Shaler, of Harvard, Cambridge, Mass. He has had three geological experts in the province since May last. The company is incorporated under the name of The New Brunswick Petroleum Company, Limited. It has the exclusive right to bore for oil and gas in the province.

#### DORCHESTER COPPER MINES.

The copper mines at Dorchester, New Brunswick, about 25 miles from Moncton, are being reopened. It is believed that bad management and poor markets account for their past failure. For fifteen years the works have been idle.

A new company composed of American capitalists and incorporated under the laws of Arizona, with headquarters at Providence, R. I., and Boston, Mass., has been formed under the name of The Inter-colonial Copper Company. Its capital is \$2,500,000. The territory comprises 1,280 acres under lease from the New Brunswick Government, and 10 square miles under license to search for minerals.

The company has erected an engine house, tank house, blacksmith shop, barns, carpenter shop, car shed, air shaft, main shaft houses, powder magazine, superintendent's house, and general boarding house on its property, and at the present time is mining ore from several shafts and drifts. It is said to be very high grade, the best running as high as 50 per cent and the lowest having probably 8 per cent copper. It is also understood to contain a high percentage of silver.

The principal work going on at this mine, however, is the driving of a 900-foot tunnel from the base of the mountain into the main works in order to drain the mine and efficiently carry ore by tram cars to dump; also, the connecting of two shafts by tunnel in order to gain an air current.

A very compact and neat compressed air plant made by the James Cooper Manufacturing Company, together with rock drills and other machinery, is on the place and will operate the several rock drills in the tunnels and shafts of this property.

Telephone lines are being erected from the town of Dorchester to the mine, and it is proposed to light the whole property by electric light. Altogether, everything is being put up in the most modern and substantial manner. Excavations and openings have been made for  $1\frac{1}{2}$  miles in length by one-half mile in width, or over a territory of a half mile in length and one-half mile in width from the base of the hill to the height of 500 feet; all show a very highgrade of ore.

It is proposed next spring to erect the smelter near the Inter-colonial Railway, a distance of  $1\frac{1}{2}$  miles from the mines. Connection will be made with the main works by means of a tramway run by gravitation. Here, the ore can be treated without expense of freight.

It is also intended to erect a wharf on the Dorchester River, where coal can be landed from the Joggins mines or Pictou. All copper and other products can be exported at a very cheap rate and the company will have the advantage of freighting by cars or vessels.

## MERCHANT MARINE.

The merchant marine employed in commerce with other countries registered at the port of Moncton consists of 14 vessels, with a total of 2,561 tons.

The only vessel which has been built in this consular district for the past five years was successfully launched at Palmer's shipyard at Dorchester, New Brunswick, on the 18th instant. It is a three-masted schooner, 103 feet long, and 28.42 beam, 147 tons register, and is supposed to carry 220,000 feet lumber. It has been on the stocks for one and a half years, is thoroughly built and seasoned, and expressly designed for the coasting trade. The vessel was named *Greta*, and will be in command of a captain from Rockport, Me. It is stated the *Greta* will be loaded with piling for New York, and will be ready for use in about two weeks.

## CABLE SERVICE.

An extension of the New Brunswick telephone system has recently been established, connecting Moncton with Buctouche, a distance of 29 miles.

## IMPORTS AND EXPORTS.

The following is a statement of imports and exports at the port of Moncton for the three months ended September 30, 1899, as compared with the same period of 1898:

*Imports from Great Britain.*

	1898.	1899.
Dutiable goods.....	\$13, 129	\$27, 411
Free goods.....	4, 556	9, 917
Total.....	17, 685	37, 328

This shows an increased importation from Great Britain in 1899 of 108.78 per cent in dutiable goods, and 117.66 per cent in free goods.

*Imports from the United States.*

	1898.	1899.
Dutiable goods.....	\$21, 331	\$14, 722
Free goods.....	18, 626	31, 739
Total.....	39, 957	46, 461

This shows a decreased importation from the United States of 30.9 per cent in dutiable goods, and an increase of 70.4 per cent in free goods.

The imports from other countries for the same period of 1899 were: free goods, \$290.

The exports from the port of Moncton for the three months mentioned were: To Great Britain, in 1898, \$208,450; in 1899, \$206,848. To the

United States, in 1898, \$40,837; in 1899, \$62,905. To other countries, in 1898, \$5,987; in 1899, \$6,350.

As will be seen, exports to Great Britain declined 0.76 per cent, those to the United States increased 54.03 per cent, and to all other countries the increase was 8.69 per cent.

GUSTAVE BEUTELSPACHER,  
*Commercial Agent.*

MONCTON, *October 27, 1899.*

### ST. JOHN.

I submit my annual report of business transacted at this consulate during the year ended June 30, 1899, viz:

#### *Exports to United States.*

Asphalt.....	\$80. 00	Machinery .....	\$879. 507
Apples.....	607. 00	Miscellaneous .....	53. 10
Berries.....	996. 20	Oats.....	2, 771. 50
Cattle.....	3, 195. 50	Piling.....	25, 009. 10
Cement.....	531. 00	Potatoes.....	2, 557. 75
Coal.....	50, 480. 00	Phosphate.....	559. 30
Copper.....	300. 00	Poultry.....	740. 10
General effects.....	15, 289. 50	Returned American goods.....	12, 039. 55
Fertilizer.....	549. 30	Salt.....	3, 463. 50
Fish.....	38, 612. 83	Slats.....	560. 72
Fish hook.s.....	110. 50	Staves.....	482. 92
Fish oil.....	3, 271. 96	Shingles.....	78, 650. 58
Furs.....	227. 50	Tar.....	797. 50
Glue.....	170. 63	Tea.....	727. 10
Hides.....	22, 452. 12	Whisky.....	292. 50
Houses.....	3, 769. 00	Sawn from Maine logs:	
Junk.....	6, 757. 35	Lumber, 79,718,227 feet.....	777, 823. 63
Kiln wood.....	6, 951. 90	Shingles, 270,000,000..	54, 005. 03
Lams and sheep.....	5, 517. 25	Laths, 664,000,000....	66, 464. 11
Lime.....	503. 00		
Lumber.....	93, 453. 85	Total.....	1, 341, 420. 55
Laths.....	59, 716. 67		

#### *Imports from United States in American vessels.*

Coal.....	\$22, 833. 25	Pipe.....	\$2, 500. 00
Fertilizer.....	2, 000. 00	Salt.....	360. 00
Fish waste.....	155. 00	Scrap iron.....	1, 943. 00
Lumber.....	7, 818. 00	Wire.....	10, 000. 00
Machinery.....	35, 000. 00		
Plaster.....	1, 600. 00	Total.....	84, 209. 25

Number of American vessels arrived during year.....	366
Number of American vessels departed during year.....	365
Tonnage arrived.....	188, 412
Tonnage departed.....	188, 319
Number of seamen arrived.....	960
Number of seamen discharged.....	442
Number of seamen shipped.....	595
Value of imports in American vessels.....	\$84, 209. 25
Value of exports in American vessels.....	653, 032. 85

There have been the following shipments of lumber to Europe from this port during the past year:

Liverpool.....	\$27, 696, 202
Manchester.....	16, 709, 425
Channel.....	11, 249, 149
Glasgow.....	5, 738, 889
London.....	1, 052, 535
Ireland.....	7, 923, 209
Total.....	67, 762, 544

IRA B. MYERS, *Consul.*

ST. JOHN, *July 10, 1899.*

### SUPPLEMENTARY.

In compliance with circular letter, dated July 10, 1899, I report as follows:

There has been a decrease of about 20 per cent in exports to, and an increase of about 6 per cent in imports from the United States, during the last year.

### COTTON AND LEATHER MANUFACTURES.

There are three cotton mills located in this district, the raw material for which is imported from the United States and is manufactured into prints and muslins, 90 per cent of which are consumed at home. There has been a falling off of about 10 per cent in imports of cotton and cotton manufactures from the United States during the last year.

There was an increase of about 7 per cent in imports of leather manufactures from the United States last year. The higher class of boots and shoes find a better market here than the cheaper ones, as they are of better style and finer finish.

### EXCHANGE.

The rate is generally about one-quarter of 1 per cent.

### HARBOR AND ANCHORAGE DUES.

There has been no change in the harbor and anchorage dues of this port since my last report on that subject, which may be found in Vol. I, page 411, of *Commercial Relations of the United States for 1896-97.*

### TRANSPORTATION FACILITIES.

There are three lines of railways entering this port, viz: The Canadian Pacific, extending to the Pacific coast; the Intercolonial, extending from Montreal, via Quebec, to Halifax; the Shore Line, the terminus of which is St. Stephen, 85 miles distant. The first two railroads are well equipped with passenger and freight cars.

No new lines of railroad have been constructed or projected during the last year.

During the last winter about twenty-five vessels of the Beaver, Furness, Dominion, Allen, and Belfast lines plied between St. John

and European ports. During the summer most of these lines run between European ports and Montreal instead of St. John, as the St. Lawrence River is then open to navigation. The International Steamship Company has a regular line of steamers between this port and Boston, running three times a week the year round. There is a daily line running up St. John River to Fredericton, a distance of 85 miles; also to Digby, Nova Scotia, distant 45 miles, connecting with the Dominion Atlantic Railroad to Halifax, 150 miles farther. These last lines compete with the railroads.

#### COMMUNICATION WITH NOVA SCOTIAN PORTS.

Via Central Pacific Railway to Vanceboro, Me., distant 90 miles; time, three hours. Via International Steamship Company's boats to Eastport, distant 48 miles; time, three and one-half hours. Via Shore Line Railway to Calais, Me., distant 70 miles; time, four hours. There has been no change in freight rates.

#### LICENSES.

St. John requires a license fee of \$20 per year from transient merchants; and from transient artisans \$7.50 for first year, after which they are subject to regular taxation.

Commercial travelers pay no license fees in St. John or Fredericton.

#### RATE OF TAXATION.

Both real and personal property are assessed at about actual cash valuation for taxation. The rate is \$1.56 on \$100 valuation. The poll tax is \$2 on each male over 21 years of age. All incomes are taxed at \$1.56 for each \$100.

#### MERCHANT MARINE.

There has been no change in the merchant marine since my last report (heretofore mentioned) excepting the addition of 24 new vessels of 667 tons.

#### GENERAL BUSINESS.

Trade has materially increased during the last year, especially in the amount and value of lumber shipped to the United States, on account of the high prices received for that product in New York for the last seven years.

IRA B. MYERS, *Consul*.

ST. JOHN, *October 4, 1899.*

#### ST. STEPHEN.<sup>1</sup>

#### IMPORTS AND EXPORTS.

The total importations of this port for the fiscal year ended June 30, 1899, were \$494,196, divided as follows:

From the United States.....	\$395,359
From Great Britain .....	76,734
From all other countries.....	22,103

<sup>1</sup> In reply to circular of July 10, 1899. Digitized by Google

The total exportations from this port for the same period were \$206,424, divided as follows:

To the United States .....	\$202, 250
To all other countries .....	4, 174

The importations from the United States for the six months ended June 30, 1899, were \$211,069; from Great Britain for the same period, \$53,058; from all other countries, \$9,236. The increased importations from Great Britain during these six months consist almost entirely of cotton yarn, drugs, and dyes.

The exports to the United States for the six months named were \$92,730; to all other countries, \$4,174.

It will be noticed that the entire exportation for the year, other than to the United States, was made within the six months ended June 30, 1899, and consisted entirely of soap.

While the total importations of this port show a slight falling off from that of the preceding year, the customs receipts show a gain of \$6,000, due to the larger importation of dutiable goods.

#### MANUFACTURES.

The manufacture of lumber is the principal industry of the St. Croix River, but a number of other large manufactories are located here, prominent among them being a cotton mill, a soap factory, and a candy factory. The cotton mill was erected some years ago by American capital, and its several departments are presided over by Americans. It employs 800 operatives, and has an annual output of \$675,000. It is known as a colored mill, making the finest goods produced in Canada. Business in this mill has been booming the past year, necessitating the erection this fall of a large storehouse, of brick and stone, 60 by 100 feet, with three stories.

Many Americans living in Calais, Me., find employment in this mill, and should the labor laws of the United States be rigidly enforced and the Canadian authorities retaliate it would, in my opinion, work disastrously to both American capital and labor on this river.

The proprietors of the soap factory claim to have the largest straight soap factory in Canada. It gives employment to 30 people, and has an annual production of 3,635,462 pounds. Canada is the chief market for the product of this factory, although a little over \$4,000 worth has been exported during the past six months. The raw material for this factory comes very largely from the United States.

The candy factory, owned and operated by Ganong Brothers, is another large industry located in St. Stephen. It employs 125 operatives, many of them coming from Calais, Me. It has an annual production of 1,600,000 pounds, valued at \$200,000. The goods produced by this factory are of the finest, rivaling the output of the leading factories of the United States. They have several times been awarded first prizes in competition. These goods are found in almost every city and town in the Dominion of Canada.

Among the new industries to be introduced on the St. Croix River is the manufacture of pulp and paper. The mill is to have a capacity of 100 tons of paper per day, and to cost \$1,500,000.

#### TRANSPORTATION.

This community is well provided with means of transportation. Aside from having the advantages of water communication by several

steamboats and many sailing vessels, it has three lines of railroad. The new Washington County Railroad, built last year from Calais, Me., and connecting here with the Canadian Pacific Railroad, has proved of immense advantage to the traveling public, as well as giving greatly increased facilities for freight. For the first time in its history this community has enjoyed the comforts of Pullman service, due entirely to the Washington County Railroad.

#### MINING.

For several years, this community has been from time to time excited over reports of valuable mineral deposits within the limits of the city. Licenses have been secured covering the larger portion of the territory now recognized as the center of the ore deposit. Numerous leases have been made, but from various causes the development of the mine has been delayed. Parties from Boston and New York have been prominent in securing these leases, but until an English syndicate became interested but little was known of the value of the deposit. The past season, however, has seen a wonderful change. A large number of men are at work sinking a shaft, which, report says, is to be 300 feet in depth. Large quantities of the ore have been shipped to England for assay. Though nothing is known of the English assays, some ore that was sent to American assayers has shown gold to the value of \$3 per ton, with traces of copper and strong traces of silver. Inquiry was not made about other metals, but it is known that cobalt, iron, and nickel exist. Should this mine meet the expectation of the parties who are working it, it will start a boom both here and in Calais, Me., where there is the same formation, no doubt equally rich as this.

#### BICYCLES.

The improvement in road making has stimulated the use of bicycles. Some years ago it was possible to tell exactly the number of bicycles owned on the river, there were so few; now, they are found in almost every household. Though some bicycles are of Dominion manufacture, the overwhelming majority are of American make. A recent decision of the customs authorities compels tourists having bicycles among their effects to deposit money to cover the duty on the wheel, which is returned to them upon leaving the Dominion. Many of the leading wheel makers have agents for their goods here.

#### BONDED WAREHOUSE.

The only warehouse used for bonding purposes here is a part of the Government building. It is in charge of a special officer, and is largely employed for the storage of tobacco.

#### CURRENCY AND COMMERCIAL CREDITS.

There has been no change in currency in this district. Rates of exchange remain the same as for several years past. There is no variation in the time of paying for goods or in discounts for cash. This community has good banking facilities. The St. Stephen Bank and the Bank of Nova Scotia are well established, and have abundant capital to meet the wants of those doing business here. In addition to these, there are the added facilities offered by banks in Calais, Me., just across the border.

The system of doing business in this district is in every way similar to that in the United States.

## RATES OF WAGES.

While there has been no material change in wages paid in most industries, the tendency is to increase the rate per day and month. Especially is this true in lumber operations. The great advance in the price of manufactured lumber has had the effect of largely increasing the cut of logs this winter.

Operators from other sections are canvassing this river for men "for the woods," offering 25 to 50 per cent advance in wages over former years.

CHARLES A. McCULLOUGH,  
*Consul.*

ST. STEPHEN, *October 31, 1899.*

## WOODSTOCK.

The close relationship between this district and eastern Maine, with the travel back and forth, has a tendency to make American goods of all kinds plentiful in our markets. It is practically impossible to give figures that show with any accuracy the amount of goods imported from the United States, as a large per cent brought into this district are not direct importations. The amount, however, I am told, gradually increases. The following figures show the importations as entered at the custom-house here for the fiscal year ending June 30, 1899: Imports from the United States, \$88,514; imports from other countries, \$23,911. The declared exports through this consulate for the same period were \$112,716; for the previous year, \$140,046. The amount declared through the Edmundston consular agency for the year ending June 30, 1899, was \$138,556.

There are many imitations of agricultural implements, such as horsepower and plows. Some persons even go so far as to say, "Oh, yes, we use such or such an American article for a pattern." While in a neighboring city, I had occasion to call at a stove manufactory for a piece of casting to fit an American-made range, but was told, "We make and sell only the Blank & Magee improved range, which is just the same, except that the castings will not fit your stove."

English and local capital is about to improve the water power on the Tobique River. Work has been begun on pulp and paper mills, as well as on an extensive wood-working mill.

It is probable that at Grand Falls, also, American and Canadian capital will in the near future be largely invested in pulp and various wood-working mills. The falls on the St. John River at that place are called the Niagara of New Brunswick, and have greater power than any other in eastern Canada.

It is reported and seems probable that the Restigouche and Western Railway will cross the Canadian Pacific at this place instead of at St. Leonards, as first intended. If all the work planned is carried out, it will make Grand Falls one of the important places in western New Brunswick.

FRANK C. DENISON, *Consul.*

WOODSTOCK, *October 7, 1899.*



## NEWFOUNDLAND.

## ST. JOHNS.

The volume of trade for the year 1899 has been extremely large, and, as a whole, the people of Newfoundland are better circumstanced at present than for many years.

## COD FISHING.

The Labrador cod fishery was short, especially on the lower part of the coast, but there was an advance in price. The figures are put at 230,000 quintals,<sup>1</sup> against 400,000 last year. The shore cod fishery looked very poor in the beginning of the season, but it improved toward the end. The conditions were exactly opposite to those of the preceding year. In 1898, the cod fishery was good until September, when a series of storms swept the grounds and practically ruined the fishery for the season. At the present time, the stock of codfish held in the stores here is about 380,000 quintals, nearly all shore fish and of a good quality. This is about the same quantity held here last year at this time. At present the markets do not appear brisk, especially in the Mediterranean and the West Indies. Brazil is fair, but slow. Hitherto, Nova Scotia fish has found its way into Cuba and Puerto Rico, and obtaining good prices, did not travel as far south as Brazil. Now, however, the West Indian markets are down, especially at Puerto Rico, and codfish is quoted as low as \$2.75 a quintal in Halifax. The Lunenburg fleet managers are still holding their fall catch, owing to low prices. The slump in Cuban and Puerto Rican prices is largely due (indirectly) to the hurricanes which swept over that part of the world during the fall, rendering many persons homeless and foodless. The people who consume codfish were supplied with food for nothing from the United States; therefore they did not want the codfish usually sent by the Nova Scotians.

The amount of codfish shipped from this port from the 1st of August to the end of the year 1899 was 404,220 quintals. The Labrador shipments for the same period, or thereabout, reached 223,003 quintals. When to these figures are added the 380,000 quintals in the stores here, the result is 1,000,205 quintals. In 1898, the shipments from St. Johns reached 445,736 quintals, or 39,534 more than this year. The Labrador shipments for the same period were 245,062 quintals, which, with 380,000 quintals in stock at the end of the season, gives a total for 1898 of 1,070,798 quintals. The market figures for the year just closed show that the import of Portugal has fallen off 30 per cent, that of Spain has increased five times, that of Italy has increased 50 per cent, the West Indies have decreased about 40 per cent, Brazil has dropped 20 per cent. Canada, the smallest customer, takes about the same as last season. England has trebled her quota this year, and Ireland, who showed a blank sheet last year, took 4,000 quintals. Scotland has taken none for two years, but the United States took two and a half times as much as the season before.

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<sup>1</sup> Quintal = 112 pounds.

## LOBSTER FISHING.

The lobster fishery is much smaller than last year, owing to the enforcement of the fall-closing law which was passed by the legislature for the purpose of protecting the lobsters, which were becoming scarce. The extra price has kept conditions about normal. The aggregate amount last year was some 50,000 cases, at \$10 a case; this year, 35,000 cases, at an average of \$12 per case, or a value last year of \$500,000 against \$420,000 this year.

## WHALE FISHING.

The Cabot Steam Whaling Company has closed the second year of its operations. The success of this company for 1899 has been remarkable. Ninety-eight whales were taken by the steamer *Cabot* at the northern factory, Smooks Arm, in about two and a half months. The sale of the oil, bone, etc., realized \$22,000, the profits being \$9,500. In addition to this, at the southern factory, in Balena Bay, oil, etc., to the value of \$6,000 was exported, so that the whole earnings of the steamer for the year reached \$28,000. Two fine factories have been built, at a cost of \$39,000. The steamer *Cabot* cost \$21,000. The paid-up capital of the company is \$63,000. As there will be no further outlay for the establishment of premises and machinery, the prospects of the company for the coming year are excellent. Nearly half the shares of this enterprise are held by Norwegians, and most of the remainder by Newfoundlanders. The steamer *Cabot* was built in Norway and has all the latest improvements. The captain and crew are Norwegians and are all experienced men. Only such would have any chance of success in chasing these whales, which are exceedingly swift and strong. They are the sulphur-bottom, humpback, and finback varieties. A good specimen of the sulphur-bottom measures 95 feet. Ordinary whaling steamers could do but little with these.

## IMPORTS.

Coming to the imports for the year just closed, flour figures are slightly below those of last year, the exact difference being 10,385 barrels. The figures for the last three years were: 1897, 295,527 barrels; 1898, 375,025 barrels; 1899, 364,190 barrels. At one time during the fall, the figures of 1899 surpassed those of 1898, but they dropped toward the close of the year. The price is pretty much the same as at this time last year.

The imports of corn meal show a decrease for the year of 2,385 barrels. Last year, there was a drop in this article from the previous years of 1,813 barrels. When flour is comparatively cheap the importation of corn meal falls off, and when flour is dear corn meal increases.

The Newfoundlander must have his pork, no matter how the commercial wind blows, and consequently the figures change but little from year to year. The figures for 1899 are 704 barrels less, but beef has gained enough to account for this.

Butter, which formerly came nearly all from Canada, is being slowly forced into the background year by year by the increase in the local output. This not only applies to the article turned out in the

creameries in St. Johns, but on the west coast, and domestic butter coming in by train and otherwise.

The sugar figures for the years 1898 and 1899 were: 1898, 30,334 hundredweight; 1899, 32,521 hundredweight.

Molasses for 1899 shows 1,991 puncheons more than in 1898.

Tobacco imports are ahead of last year by 35,484 pounds. This is due to a great extent to the advertising of new brands.

The imports of tea were less in 1899 than in 1898, the figures for these years being, 1898, 732,744 pounds; 1899, 721,952 pounds. These figures give over 3½ pounds for each man, woman, and child on the island. It is noticeable that, while the amount of tea imported in recent years is larger, some of the brands are very inferior to what they used to be. Some of the tea sold in this country, when used without milk, is practically poisonous.

Newfoundlanders are very poor coffee drinkers. The figures for 1899 are only 88 hundredweight, or 9,756 pounds. For purposes of calculation I will put this at 10,000 pounds, which will mean that only one person out of every twenty in the colony consumes a pound of coffee in a year. As 16 ounces make a pound, this means that the average person uses four-fifths of an ounce of coffee during the year.

There was more coal used in 1899 than during the previous year, for the excess of imports is 11,464 tons. The exact figures are: 1898, 57,010 tons; 1899, 68,474 tons. These do not include coals brought into exterior ports

The soap account for the year shows an increase of 58 boxes.

*Imports, by countries, into the colony of Newfoundland for the fiscal years ended June 30, 1898 and 1899.*

Countries.	1897-98.	1898-99.	Increase.	Decrease.
United Kingdom.....	\$1,519,258	\$1,935,024	\$415,771	.....
Dominion of Canada.....	1,823,238	2,083,093	264,855	.....
British West Indies.....	107,542	209,229	101,687	.....
United States.....	1,671,134	1,923,634	257,700	.....
Italy.....	2,436	1,740	.....	\$696
Spain.....	39,569	66,172	26,613	.....
Portugal.....	15,172	41,114	29,932	.....
Germany.....	1,794	5,190	3,396	.....
Norway.....	.....	26	26	.....
St. Pierre.....	8,102	11,423	3,321	.....
Russia.....	.....	1,047	1,047	.....
Brazil.....	110	23	.....	87
France.....	523	6,912	6,398	.....
Holland.....	.....	5,377	5,377	.....
India.....	.....	11,080	11,080	.....
Total.....	5,188,663	6,311,244	1,129,143	783

The principal articles imported from the United States were flour, pork, salted beef, kerosene oil, olein oil, cordage, leather, and leather goods.

## EXPORTS.

*Exports, by countries, from the colony of Newfoundland for the fiscal years ended June 30, 1898 and 1899.*

Countries.	1897-98.	1898-99.	Increase.	Decrease.
United Kingdom .....	\$1,355,920	\$1,443,266	\$87,346	.....
Dominion of Canada .....	480,512	541,727	59,215	.....
British West Indies .....	272,618	418,498	.....	\$145,825
Gibraltar .....	179,586	598,236	.....	418,700
United States .....	427,478	620,056	192,578	.....
Cuba and Puerto Rico .....	12,682	40,389	27,707	.....
France .....	5,630	14,387	8,637	.....
Italy .....	172,875	140,897	67,522	.....
Spain .....	125,262	88,317	.....	67,522
Portugal .....	753,258	799,649	46,391	.....
Germany .....	74,147	143,613	69,466	.....
Brazil .....	1,288,728	1,912,868	674,140	.....
St. Pierre .....	6,515	3,243	.....	3,270
Greece .....	27,510	.....	.....	27,510
Holland .....	58,340	110,010	54,670	.....
Denmark .....	9,000	24,285	15,285	.....
Belgium .....	1,250	13,520	12,270	.....
Australia .....	1,762	2,129	367	.....
Sweden .....	8,890	16,825	12,935	.....
Norway .....	1,000	9,988	8,988	.....
Egypt .....	.....	15	.....	.....
Total .....	5,226,933	6,936,315	1,318,593	657,827

The exports from Newfoundland consist of dried codfish, herring, cod oil, hair sealskins, salmon, lobster, minerals, lumber, etc.

## MERCHANT MARINE AND SHIPPING SERVICE.

The merchant marine of Newfoundland comprises a fleet of 20 steam sailing vessels, 10 steam freighters and coasters (the largest being 2,000 tons and the smallest 250 tons register), 50 foreign-going sailing vessels, and a number of fishing schooners used for local purposes, all less than 100 tons. The Government pays a bounty of \$4 per ton for vessels built in the colony. The minister of marine and fisheries supervises the merchant marine. There are no war ships built in Newfoundland, and no reports are made as to increasing the efficiency of mail carriage by steamers. Materials for shipbuilding plates and structural forms for steel vessels all come from England. Lumber, spars, etc., are imported from the United States and Canada.

Seagoing ships registered in this colony, their owners, masters, and crews, are subject in respect of shipping and discharge, agreements, wages and effects, rights, remedies, and penalties to the law of Great Britain concerning colonial vessels when in the United Kingdom or out of the jurisdiction of their respective governments. The master or owner of every vessel registered in the colony and sailing on foreign voyages is required, before the entry of such vessel at the customs at the port of St. Johns, to pay to the receiver-general the sum of 12 cents per month for every seaman on board such vessel, to be applied toward the support of the St. Johns Hospital, and the master or owner may retain such amount from the wages due to the seaman.

*Quarantine.*—For the purpose of checking or preventing contagious diseases, whenever a board of health or public health officer may deem it necessary to establish quarantine, he may use all necessary force to

prevent anyone entering or leaving any dwelling house, building, place, boat, or vessel where quarantine has been established, except members of the medical or clerical profession, or under the direction of the board of health or public health officer.

## HARBOR DUES.

With the exception of ships of war, coasters, and Newfoundland fishing craft, all vessels entering the port of St. Johns pay to the customs department harbor dues at the following rates, viz:

Vessels under 60 tons.....	Free.
Vessels from 60 tons upward and not more than 100 tons.....	\$2. 00
Vessels from 100 tons upward and not more than 200 tons.....	3. 80
Vessels from 200 tons upward and not more than 300 tons.....	4. 00
Vessels from 300 tons upward and not more than 400 tons.....	5. 00
Vessels of more than 400 tons.....	6. 00

These are payable once every half year, between the 1st of January and the 30th of June, and between the 1st of July and the 31st of December.

## LIGHT AND WATER DUES.

Light dues are payable once in every calendar year (but not oftener than once in every three months), viz, 24 cents per ton up to and including 500 tons; 12 cents per ton additional on every ton over 500 tons up to and including 1,000 tons; 6 cents per ton additional on every ton over 1,000 tons up to and including 2,000 tons. Not more than \$240 is to be paid in any one calendar year.

Vessels arriving for repairs, coal, or supplies pay one-half of above rates.

The foregoing applies to merchant vessels.

Labrador, bank, and coast fishing vessels and coasters pay no dues while engaged in those fisheries or trade. Should a vessel proceed on any other than a fishing voyage to a place outside the colony, such vessel shall be liable to pay once in each calendar year at the same rate as foreign-going vessels.

Water dues are 5 cents per register ton, not to exceed \$30. Payable once a year.

*Table of rates of pilotage of vessels in and out of St. Johns.*

Vessels under 80 tons.....	\$5. 35	Vessels from 350 to 400 tons.....	\$18. 00
Vessels from 80 to 100 tons.....	6. 70	Vessels from 400 to 500 tons.....	18. 70
Vessels from 100 to 120 tons.....	7. 35	Vessels from 500 to 600 tons.....	21. 35
Vessels from 120 to 160 tons.....	8. 00	Vessels from 600 to 700 tons.....	24. 00
Vessels from 160 to 200 tons.....	8. 70	Vessels from 700 to 860 tons.....	26. 70
Vessels from 200 to 240 tons.....	9. 35	Over that size, for every 100 tons	
Vessels from 240 to 280 tons.....	10. 00	additional.....	1. 35
Vessels from 280 to 300 tons.....	10. 70	And on no sailing vessel is the	
Vessels from 300 to 350 tons.....	13. 35	pilotage to exceed.....	32. 00

Steamers pay pilotage on their net tonnage, as in the case of sailing vessels.

Steamers employed in the fisheries of the colony are exempt, except when on foreign voyages. Coastwise steamers are also exempt.

Subsidized mail steamers in connection with the colony pay at the rate of 8 cents for each horsepower.

No steamer must pay more than \$48 at one time.

All coasting vessels which take pilots pay one-half of the above rates of pilotage in proportion to their tonnage.

The above scale of pilotage shall be payable on the register tonnage of all such vessels, as ascertained before going out of the harbor.

*Towage rates, St. Johns.*

Vessels 60 tons and under.....	\$4. 00	Vessels from 301 to 350 tons....	\$24. 00
Vessels from 60 to 100 tons, 10 cents per ton additional.		Vessels from 351 to 400 tons....	28. 00
Vessels from 101 to 125 tons.....	10. 00	Vessels from 401 to 450 tons....	28. 00
Vessels from 126 to 150 tons.....	12. 00	Vessels from 451 to 500 tons....	30. 00
Vessels from 151 to 175 tons.....	14. 00	Vessels from 501 to 550 tons....	32. 00
Vessels from 176 to 200 tons.....	16. 00	Vessels from 551 to 600 tons....	34. 00
Vessels from 201 to 225 tons.....	18. 00	Vessels from 601 to 700 tons....	38. 00
Vessels from 226 to 250 tons.....	20. 00	Vessels from 701 to 800 tons....	42. 00
Vessels from 251 to 300 tons.....	22. 00	Vessels from 801 to 900 tons....	48. 00
		Vessels from 900 to 1,000 tons..	50. 00

Vessels requiring the steamer to go beyond the harbor limits are charged by special agreement. Vessels in distress or otherwise disabled will have to make special contracts for assistance. Vessels using the steamers' hawser pay 10 per cent on towage rates for same. One-third additional is charged during winter months, commencing on December 10, and ending April 10, each year. Special rates are charged during the ice season.

*Number and tonnage of sailing and steam vessels of each nation entered and cleared at ports in the colony of Newfoundland during the year ended June 30, 1899.*

ENTERED.

Nationality.	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
United Kingdom .....	180	22, 587	199	288, 684	359	808, 221
British Possessions .....	1, 058	64, 594	321	157, 194	1, 379	221, 788
Norway .....	35	5, 681	41	69, 647	76	75, 328
Denmark .....	2	283	6	9, 089	8	9, 322
United States .....	163	13, 457	.....	.....	163	13, 457
France .....	14	860	2	1, 962	16	2, 802
Holland .....	2	280	.....	.....	2	280
Russia .....	1	340	.....	.....	1	340
Sweden .....	1	498	.....	.....	1	498
Germany .....	.....	.....	2	8, 716	2	8, 716
Total .....	1, 436	108, 470	571	530, 232	2, 007	688, 702

CLEARED.

United Kingdom .....	165	23, 057	192	292, 319	357	315, 376
British Possessions .....	915	54, 806	281	147, 882	1, 196	202, 187
United States .....	108	8, 720	1	82	104	8, 782
Denmark .....	4	610	3	5, 255	7	5, 865
Russia .....	1	340	.....	.....	1	340
France .....	8	106	1	975	4	1, 082
Norway .....	32	6, 060	33	54, 264	65	60, 324
Holland .....	1	116	.....	.....	1	116
Germany .....	.....	.....	2	8, 716	2	8, 716
Total .....	1, 224	98, 814	513	508, 974	1, 787	602, 788

*Rates of monthly wages paid at St. Johns to officers and seamen.*

Class.	Wages.	Class.	Wages.
Seamen .....	\$20	Firemen.....	\$25
Boatswains .....	25	Coal trimmers.....	20
Carpenters .....	\$25 to 35	Officers.....	30
Quartermasters .....	30	First engineers.....	80
First mates.....	50 to 60	Second engineers.....	\$55 to 60
Second mates .....	35 to 40	Third engineers.....	45 to 50

#### RATES OF POSTAGE.

*Letters.*—For Newfoundland and Labrador, 3 cents per ounce; registration, 5 cents. Foreign mails: United States, 5 cents per half ounce; registration, 5 cents. Dominion of Canada, 2 cents per half ounce; registration, 5 cents. United Kingdom, 2 cents per half ounce; registration, 4 cents. British Possessions, excepting Australia and New Zealand, 5 cents per half ounce; registration, 5 cents. Australia, New Zealand, and all other countries in the Postal Union, 5 cents per half ounce; registration, 5 cents.

*Parcels.*—For United Kingdom: Under 3 pounds, 24 cents; 3 to 7 pounds, 48 cents; 7 to 11 pounds, 72 cents. United States, 12 cents per pound or fraction of a pound. Dominion of Canada, 15 cents per pound or fraction of a pound. Maximum weight to Canada, 7 pounds; to the United Kingdom and United States, 11 pounds.

#### CLOSE TIME FOR FISH AND GAME.

Willow grouse, (partridge) and other grouse, January 12 to September 15.

Curlew, plover, snipe, or other wild or migratory birds (excepting wild geese), January 12 to September 15.

Caribou,<sup>1</sup> February 1 to July 15, and from October 1 to October 20.

Moose or elk, for ten years from January 1, 1896.

Otter or beaver, April 1 to October 1.

Rabbits and hares, March 1 to September 15.

Herring: Seining from March 15 to April 25 following, except as regards vessels in the bank fishery, which are allowed to take 60 barrels per voyage for bait. Inbarring is prohibited between April 25 and October 1 following.

#### CURRENCY.

The banking business of the colony is conducted by branches of three of the leading banks of Canada, which were established in Newfoundland shortly after the great financial crash of 1894, at which time both the local banks collapsed.

There has been no change in the currency value. The rates of exchange are one-fourth of 1 per cent premium on drafts on the United States and Canada, and one-fourth of 1 per cent discount on

<sup>1</sup> NOTE.—License to kill caribou: Two stag and one doe, \$40; three stag and one doe, \$50; five stag and two doe, \$80.

Subjects of the colony, officers of British war ships stationed on fishery protection service, and consular officers of other countries residing in the colony are permitted to kill three stag and two doe each year free of charge.

checks on points in the same countries. English exchange rates are governed by the New York rates, the banks here receiving cable advice from New York of every change.

The discount on United States bank notes is one-half of 1 per cent, and on United States silver, 4 per cent. American gold passes current on its face, and British gold at \$4.86½ to the £1. United States bank notes and silver pass current on their face in trade.

#### COMMUNICATION.

The transportation facilities in Newfoundland are:

*Internal.*—By railroad to the northern and eastern coasts to Exploits; thence through the interior of the country to Bay of Islands, and finally to the terminus of the line on the west coast (in the Gulf of St. Lawrence) to Port au Basques, connecting with steamer for Sydney, Nova Scotia (seven hours' sea voyage). At Sydney, connection is made with the Intercolonial Railway to St. John, New Brunswick; Canadian Pacific Railroad to Vanceboro, Me.; Maine Central Railroad to Bangor, Portland, and Boston. The time from St. Johns, Newfoundland to Boston is seventy-two hours; trains connect with steamer at Port au Basques for St. Johns three times each week, and run daily between St. Johns, Placentia, and Harbor Grace.

*Coastwise.*—By steamer to eastern and northeastern coasts; also by steamer from St. Johns southern and western coasts, and Gulf of St. Lawrence, both steamers returning to St. Johns fortnightly. They do not ply after the Christmas season on account of the heavy ice on the coast. A steamer runs between St. Johns and Labrador, stopping at all principal places on the Labrador coast, making seven round trips each season, commencing about August 1 and ending October 20.

*Ocean (foreign).*—Allan Line steamers ply between Glasgow, Liverpool, and Philadelphia, calling on their westward trips fortnightly at St. Johns and Halifax, and on their east-bound trips fortnightly, at St. Johns only. Canadian and Newfoundland Steamship Company boats also sail between Liverpool and Halifax, calling at St. Johns. A steamer of this line leaves Liverpool and Halifax every ten days, touching at St. Johns on both the outward and homeward trips. Red Cross Line steamers ply between New York and St. Johns, calling at Halifax each trip. The usual passage from New York to St. Johns takes five to five and a half days, with a "stop-over" of a day or half a day at Halifax. They sail every fortnight. From Montreal, St. Johns is reached in four days (1,070 miles) by steamers of the Black Diamond Line, sailing fortnightly. Also by steamers of the Ross Line, sailing weekly from Montreal and St. Johns during the season, from April till the close of navigation.

New wagon roads opened in 1899 are: Road connecting Bay Bulls Arm with line of railway, 4 miles; three roads in Bay St. George, leading from settlements to the railway, about 50 miles in length. Two roads were completed in Placentia Bay, of about 6 miles each.

Freight charges via railway are governed by rates adopted by the Canadian Freight Association. By steamers between St. Johns and Philadelphia they average about \$6 per ton; between St. Johns and New York, \$5 per ton; between St. Johns and Montreal, \$4 per ton; between St. Johns and Liverpool, \$3.80 per ton.



## PRICES, WAGES, ETC.

The customs duties of 1899 are 10 per cent higher than 1898. Prices of commodities have advanced accordingly.

Wages rule as follows: For laborers, 80 cents to \$1 per day, according to the work performed; female servants, from \$1.50 to \$3 per month, besides maintenance and lodging (there are no male servants employed); factory operatives, from 25 cents to \$1.50 per day. Clerks in stores: males, from \$300 to \$600 per annum; females, from \$80 to \$300; dressmakers, from \$50 to \$400; milliners, from \$200 to \$400; bookkeepers, from \$400 and upward. Railway employees as follows: surveying engineers, \$75 per month; office clerks, from \$25 to \$75 per month; laborers, \$1 per day; firemen, \$1.20; brakemen, \$1.20; engineers, \$2; machinists, \$1.50 to \$2. All laborers, etc., have to work ten hours a day. Police and firemen receive, if single, \$23.25 to \$25.42 per month; married, \$28.65; captains and sergeants, \$35.

## DISCOVERY AND DEVELOPMENT.

The exploration for and exploitation of mineral deposits last year, not only in Newfoundland but on Labrador, according to report, met with considerable success. Of course, it is difficult to obtain any reliable information, and all reports must be received with a considerable amount of caution. Where, however, actual mining development has taken place, even though no shipments of ore have yet resulted, it is possible to obtain some interesting facts.

*Brick.*—I am informed that some forty years ago, a builder of St. Johns made the first attempt to manufacture brick in Newfoundland. After some five years' experience he sold out to another man, who has been prosecuting the business on a small scale ever since, depending on the local markets for the disposal of the product of the industry. The output averages about 60,000 brick per annum, which is sold at the yard for \$7 or \$9 per 1,000, delivered in St. Johns. Two other plants have been making brick since 1888, and turn out about the same average quantity, the product being disposed of in St. Johns.

Eight or ten years ago, a company was formed to work on a more extensive scale at a place called Elliotts Cove, in Random Sound, and a considerable outlay in procuring the necessary plant was incurred. For the first few years their operations were not very successful as regards quality, though a large quantity of brick was made. According to the census returns for 1891, the figures for that year were 70,000, valued at \$7,000. Of late years, much improvement has taken place in the character of the product, and a better demand has resulted. I am informed that the annual output of this company averages about 750,000 brick, and that the selling price, delivered in St. Johns, is about \$9 per thousand. The coming season this company expects, if circumstances prove favorable, to produce at least 1,000,000 brick.

The manufacture of brick is the only industry as yet established dependent upon the clay deposits of the country for the raw material. As, however, there is a vast natural supply of clays, suitable for a variety of purposes, there is room for an immense development of kindred employments.

*Building stone.*—The only returns I could obtain under this head were those furnished me with the figures of building and paving stone quarried a short distance from St. Johns last year. As both products were from the same quarry and are of the same material, I shall, for convenience, class them together. Some 400 tons of building stone, valued at \$400, and 1,700 tons of paving stone, worth \$13,600, were extracted and rough dressed during the season. A considerable industry in quarrying rock of a similar character from the hills and ridges in the vicinity of St. Johns has been prosecuted for a number of years, and an enormous amount of the material has been utilized in the construction of churches and other public buildings. It is used extensively, also, in house foundations, retaining walls, etc., and the débris is employed in macadamizing the streets of St. Johns. Work, however, is active only when some large structure is in course of erection.

Sand and gravel for mortar and roof covering are items of considerable value, but no figures can be quoted with any degree of accuracy.

*Granite.*—During the construction of the cross-country railroad, completed two years ago, three granite quarries were opened. The material was almost exclusively used in the construction of bridge abutments, and was found to be admirably adapted for the purpose. In fact, the rock is not only durable but pretty, and when polished can be used for structural or monumental purposes. What the value per annum of the material so quarried and utilized may have been, I do not know. The estimated output of last year was 4,000 tons, valued at \$20,000, and this would probably be a fair average of the amount and value for each year since the quarries were opened. Many beautiful granites occur along the course of or in proximity to the railway.

Granites and granitoid rocks of infinite variety of color occur in many parts of the island. On the southern coast there was opened up last year a quarry of close-grained reddish syenite of a unique character. This rock presents a set of remarkable cleavage planes, which admit of its being quarried in slabs of almost any dimensions, from a few inches up to several feet in thickness, and of various lengths up to 25 or more feet. Its natural cleavage and the perfect parallelism of the bedding planes render it suitable just as it comes from the quarry, with scarcely any dressing, for many useful purposes, such as door and window sills, stair treads, hearthstones, paving and curb stones, etc. During the past few years, there have been brought to St. Johns in schooners about 300 tons of this rock, which was disposed of in the local market at the rate of about \$8 per ton, but the demand for such material in this country is limited.

*Slate.*—The slate industry is not in a flourishing condition. Although an unlimited supply of first-class material is available, only a local demand is found for 300 squares per annum, valued at about \$4.50 per square at the quarry.

*Chrome ore.*—Chromic iron mining does not appear to have been actively prosecuted during the year 1899, but the crushing and concentrating of the lower-grade ore previously mined resulted in the shipment of 724 tons of 55 per cent chromic oxide. The only other mining operations for this class of minerals carried on last year consisted of an attempt to open up a deposit on the northeast coast of the island. I have no particulars of the result.

*Coal.*—Last year witnessed the first bona fide attempt at coal mining in Newfoundland. Early in the season, a branch railway was con-

structed from Scotts Pond to Coal Brook, head of Grand Lake, a distance of  $2\frac{1}{2}$  miles, where a fine house and other structures have been erected. They commenced mining in July with some 25 men, the number being afterwards increased to 50. Most of the work was of a preliminary nature. I am informed that up to the end of the year some 2,900 tons of coal were taken out, all of which was consumed in the locomotives of the Newfoundland Railway. It is said to have given satisfaction as a steam coal.

*Copper ore.*—The greatly increased value of metallic copper in late years, owing chiefly to the demand for this substance for electrical purposes, has given an impetus to the search for copper-bearing ores all over the world. Mining properties hitherto considered not worth developing are now eagerly sought, and several abandoned mines are being reopened under new auspices. Among those latter, the Little Bay Copper Mine, in Notre Dame Bay, was operated last year by the Newfoundland Copper Company, a new company recently formed, which holds options on several other properties in the same neighborhood. I learn from the manager at Little Bay that during the season it sent to market from Little Bay and Lady Pond Mines 443 tons of ore and 20 tons of regulus, while it had in stock at the end of the season 150 tons of ore at Lady Pond and 130 tons at Little Bay. Previous to this company's taking over the property in June last, the former owners had shipped 220 tons of ore and 30 tons of regulus of 24 per cent. During the same season, another company took options on several properties in the same locality and did considerable developing work. None has yet been marketed.

A very rich copper vein was discovered on the west coast, and, although not much ore was actually taken out, the indications during the work of last summer give promise of its developing into a good mine. Several smaller attempts to open up copper deposits took place in various sections of the island and on Labrador, but I have not been able to procure particulars of the results. Operations at Tilt Cove were active during the year, about 66,000 tons of ore being sent to market.

*Iron ore.*—The only iron mine in Newfoundland which can be said to have been systematically worked so far, is the Hematite mine, on Bell Island, Conception Bay, situated 18 miles north of St. Johns, the output of which began four years ago with only 750 tons, but last year developed to about 250,000 tons.

The bed, or quarry, contains 28,000,000 tons of ore, underlying a surface deposit of 2 feet of soil. When this has been removed a vast terrace of mineral, 500 feet wide and 3 miles long, will be exposed. The percentage of iron is 54 to 56. It is the natural formation of the ore, however, in the form of cubes a few inches in diameter, which is most remarkable. These cubes lie in perfectly regular, horizontal order, like a tiled floor. The appearance suggests the work of a skilled mechanic. The lateral view shows the same regular order of tier upon tier, extending deep into the earth.

Two miles from the mine is a sheltered cove, where a pier has been constructed. At the end of this pier the water is 234 feet deep. The pier is a structure of southern pine, 60 feet square and 90 feet high. It contains ten pockets, each with a capacity of 200 tons of ore. The outlet is a movable chute, which leads directly to the ship's hold.

The ore is conveyed to the cove by a tramway worked by an endless

cable. The ten pockets can be emptied in two hours. On the shore behind is a reservoir with a capacity of 10,000 tons. This is connected with the pier by a series of automatic hoppers, which dump directly into the ship's hold.

This extraordinary mine attracted the attention of Mr. H. M. Whitney, of Boston, Mass., who is largely interested in coal properties in Nova Scotia, and induced him to organize a company to erect smelting works at Sydney, Nova Scotia, which will give Canada a progressive corporation of \$20,000,000. This company has taken over the Bell Island mine for \$1,000,000, and will in future continue operations on an extensive scale in Newfoundland.

Machinery and mechanical devices have so minimized labor that the cost of mining and loading the ore is only 25 cents per ton. The expense of transporting it to Sydney, Nova Scotia, the site of the smelting works, is 25 cents more. This, at the market prices, secures at least \$1 a ton. Next year, the Whitney Company proposes to increase the present working force of 550 men to 2,000, and the output to 1,200,000 tons.

In the district of Bay-de-Verde, prospecting for iron was prosecuted with vigor last year, and resulted in the application for licenses of search covering almost the entire area of the peninsula between Conception and Trinity bays. The Newfoundland Iron Ore Company, Limited, secured the leasehold of some 14 square miles of this territory, throughout the entire length of which the continuity of the main hematite lode is said to have been proven by means of shafts and trial pits, and commenced last year to prepare for active operations. A main shaft was sunk vertically to a depth of 120 feet. Seven holes were sunk at intervals along the lode, ranging from 40 to 120 feet in depth, and it is reported that some 400 tons of ore have been raised to the surface, and about 500,000 tons are said to be in sight.

The ore is a red hematite, of a higher grade than that of Bell Island, and freer from injurious ingredients, such as sulphur and phosphorus. The company has built a railroad 7 miles in length, and constructed a substantial loading wharf, so that everything will be in readiness to ship ore the coming season. Another company has just leased an area of 19 square miles in the same district, said to cover the continuation westward of the same deposit of ore.

Several other discoveries of iron ore and a few attempts to open them up were made during 1899. Work was commenced upon a deposit of hematite on the Exploits River, and about 100 tons of ore of a superior quality, averaging over 60 per cent in metallic ore, were taken out. Quite an excitement has been created during the past autumn by the discovery of iron ores at several points on the south side of Bonavista Bay, and a rush for licenses of search to cover the ground has resulted. Other finds of iron ores, both on this island and in Labrador, were rumored last year, but nothing reliable could be obtained regarding these latter.

*Pyrites.*—Pilleys Island mine has, as usual, shipped a large quantity of ore, amounting to 32,355 tons, all of which went to the United States market. A new pyrite mine was opened at Bay of Islands last year, which gives promise of becoming a large producer ere long. About 200 tons of ore, high in sulphur, were mined, but none has been shipped as yet. Another deposit was discovered in the same district, in regard to which I have no figures.

*Manganese.*—Some work was done during the past summer at Fortune Harbor on the manganiferous iron deposit in that locality, but no shipment of ore was made. So far as I can learn, only one cargo of 1,500 tons has yet been sent to market (1897), and I am unable to find what disposal was made of it.

*Petroleum.*—There was considerable prospecting and boring for petroleum during the summer months. Four bore holes were put down to varying depths, each of which gave indications of oil. It has been stated that experiments show a probable yield of 20 barrels per day.

The following table shows the mineral production of Newfoundland for the year 1899:

Name of product.	Quantity.	Value.
Brick .....	980,000	\$8,010
Building stone..... tons..	100	400
Chrome ore..... do....	724	15,000
Coal..... do....	2,900	11,600
Copper ore..... do....	66,798	274,452
Granite..... do....	4,000	20,000
Iron ore..... do....	102,000	102,000
Paving stone..... do....	1,700	18,600
Pyrites..... do....	32,385	161,675
Slate..... squares..	300	1,350
Total.....		608,087

#### IMPROVEMENTS IN ST. JOHNS.

Water street, the principal thoroughfare of St. Johns, has been paved (1 mile) with dressed granite blocks laid over 2 inches of sand and 6 inches of concrete on prepared foundation. Joints between blocks are filled with bituminous paving cement. The sidewalks are 10 feet wide, of concrete, 6 inches deep; curbing 18 inches deep. The whole is finished in a neat and substantial manner.

Seven miles of electric railway now encircle the city, and in a short time cars will be running. Work on the electric power plant, 8 miles from St. Johns, is nearing completion. The capacity of the plant will be 3,600 horsepower. It will only be necessary to generate 1,350 horsepower to run the street railway, light the streets, and drive all the machinery of the city.

#### GENERAL REMARKS.

Commercial travelers are not required to pay license.

Passports are not needed for Newfoundland or Labrador.

There is no law requiring goods to be marked so as to show the country of origin or manufacture.

There are no complaints of deficiencies in American methods of packing goods for this market.

As already stated, the total imports from all countries, consisting of clothing, fishery supplies, and all commodities for home consumption, into the colony of Newfoundland, for the fiscal year ended June 30, 1899, were \$6,311,224. Of this amount, the United Kingdom furnished \$1,935,024; Canada, \$2,088,093, and the United States, \$1,928,834, making a total of \$5,951,951, leaving but \$359,273 for all other countries. While the United States has almost an equal share of the trade

with England and Canada, our imports should be greater. There is no preferential duty extended to any country, the tariff being designed for revenue purposes only, not for protection.

I receive many inquiries from manufacturers and business houses at home in regard to the sale of certain articles and the chance for introducing them into the country. The best information available is furnished, but it proves of little use to the inquirer. Letters to the trade are generally unanswered and circulars are seldom noticed. English and Canadian houses do not depend on circulars to hold their trade in Newfoundland. They send agents with samples. Few United States commercial travelers visit these shores. If our business concerns would send competent men to study methods and familiarize themselves with the wants of the market, I am satisfied our imports into Newfoundland could easily be doubled. This might be somewhat expensive in the beginning, but the results could not fail to be gratifying.

MARTIN J. CARTER, *Consul*.

ST. JOHN'S, *January 18, 1900.*

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## NOVA SCOTIA.

### HALIFAX.

Pursuant to instructions contained in Department of State circular dated July 10, 1899, I submit the following report of the commerce and industries of Nova Scotia and of this consular district:

The past year has been one of more than usual prosperity in the maritime Provinces of Canada, and especially in Nova Scotia.

Conditions in the lumbering and farming industries and in general trade have improved, but in the Province of Nova Scotia perhaps the most influential factor making for prosperity is the recent location of a great iron and steel plant at Sydney, where in the near future a force of 4,000 or 5,000 men will probably be employed, and the foundation laid for other industries which are dependent upon cheap iron and cheap coal.

I allude to the enterprise undertaken by the Dominion Iron and Steel Company, Limited, a corporation composed largely of American and Canadian capitalists who were instrumental in establishing the Dominion Coal Company in Cape Breton a few years ago.

This iron and steel company is reported to have secured very large deposits of red hematite on Bell Island, Newfoundland, and of Bessemer ore in Cuba, near Santiago. Abundant limestone is said to be found near Sydney, and an arrangement has been affected with the Dominion Coal Company for a supply of coal during the next ninety years. The present plans of the new company contemplate the immediate expenditure of about \$2,500,000 for blast furnaces; \$1,500,000 for a steel mill; \$1,250,000 for coke ovens, and something like \$1,000,000 more for wharves, discharging plants, foundations, freight, and incidentals.

The town of Sydney has provided the site for the works, about 640 acres, with more than a mile of water frontage on the harbor, and has granted tax exemption for a period of thirty years.

The provincial government of Nova Scotia grants aid to the company to the extent of paying it a sum equal to "one-half the royalty on all coal entering into the manufacture of coke for smelting purposes," amounting to 6½ cents on all coal so used.

The Dominion government, until June 30, 1902, gives (1) "a bounty of \$3 per ton on steel ingots manufactured from ingredients not less than 50 per cent of the weight of which consists of pig iron made in Canada; (2) a bounty of \$3 per ton on puddled iron bars made from Canadian-made pig iron; (3) a bounty on pig iron manufactured from ore of \$3 per ton on the proportion produced from Canadian ore, and \$2 on the proportion produced from foreign ore." An act of 1899 provides that bounties shall be continued until June 30, 1907, but after June 30, 1902, at a yearly diminishing rate, namely, 90 per cent from June 30, 1902–1903; 75 per cent in 1903–1904; 55 per cent in 1904–1905; 35 per cent in 1905–1906, and 20 per cent in 1906–1907.

Work is being pushed forward energetically at present, and it is expected that the plant will be in operation before the end of the year 1900.

#### MINING.

The province of Nova Scotia reserves all its minerals and ores (excepting limestone, plaster, and building stone), and leases the land under rent and royalty for revenue purposes. The gold and silver leases are for terms of forty years. Other minerals are leased for eighty years, in four renewable terms of twenty years each.

The royalty on gold and silver is 2 per cent, the gold being valued at \$19 an ounce, smelted, and the silver at \$1 per ounce. On coal, the usual royalty is 10 cents per ton of 2,240 pounds; on copper, 4 cents upon every unit—i. e., upon every 1 per cent of copper contained in each and every ton of 2,352 pounds of copper ore sold or smelted; on lead, 2 cents upon every unit; on iron, 5 cents upon every ton of 2,240 pounds; on tin and precious stones and any other minerals that may be reserved, 5 per cent on the values.

In the case of the Dominion Coal Company, it was desired by the promoters of the company that the royalty should be fixed for a longer period than twenty years, and the Government in consequence agreed with them upon a royalty of 12½ cents per ton as a fixed royalty for the term of ninety-nine years.

The provincial revenue from these several royalties was officially estimated for the year ended September 30, 1899, at \$320,000, mainly derived from coal and gold, the production of coal having been approximately 2,600,000 tons and of gold a little more than \$500,000 in value.

Very considerable copper deposits are found in Cape Breton and in Cumberland County. A smelter is now in process of erection at Pictou, and the province will in the near future become a producer of copper ore.

#### FRUIT.

The apple crop of the province has been unusually good this year, and there will be for export to England alone probably over 400,000 barrels, which at present prices should net the province nearly \$1,000,000. A good deal of this fruit is shipped to England via Boston, on account of cheaper freight rates by that route than by the direct line. About

50,000 barrels of Gravenstein apples are shipped to the United States for consumption there.

The principal apple district is in the Annapolis Valley; in the last few years many large orchards have been set out there, and in the near future the apple production should be very materially increased. The principal varieties of apples are Kings, Gravensteins, Ribstons, Baldwins, and Golden Russets. Small fruits are also grown successfully in this valley, and cranberries are produced to a considerable extent upon the bog lands of Kings County.

In this connection it should perhaps be noticed that the apple export from Canada to Great Britain in the year 1898 exceeded the apple exports from the United States to the same country, the value of this export from the Dominion being \$2,179,782, while that from the United States amounted to only \$1,954,298.

#### WOOD PULP, ETC.

The industry of making wood pulp appears to be highly prosperous, and is likely to become much more prominent. At present, only about 20,000 tons of dry pulp are produced by the four mills in operation in the province.

The grain elevator (500,000 bushels capacity) mentioned in my report of one year ago<sup>1</sup> has just been opened for the receipt of grain.

Many American tourists visit Nova Scotia each year. This last summer the number was much larger than ever before and the province seems to be increasing in popularity as a summer resort.

#### COMMERCE.

During the past ten months, from January 1, 1899, to October 31, 1899, 947 American vessels entered at 16 ports of Nova Scotia. Many of these, of course, were fishing vessels.

During the fiscal year ended June 30, 1899, the different vessels arriving at the port of Halifax were classified as follows:

	Steam.		Sail.	
	Number.	Tonnage.	Number.	Tonnage.
British .....	371	581,275	513	52,218
American .....	7	12,973	80	9,211
All others .....	70	99,133	53	35,042
Total .....	448	643,381	646	96,471

During the calendar year 1898, the total bank clearings for the city of Halifax were \$61,632,831.24; in 1897, they were \$63,513,838.06. For the ten months of 1899 ended October 31, 1899, the clearings of the city were \$57,110,515, while for the same period of 1898 they amounted to only \$45,230,888.34.

<sup>1</sup> Commercial Relations, 1898, Vol. I.



The failures in the province, as reported by the Bradstreet Company, for the corresponding ten months of 1898 and 1899, are, respectively:

	Number of fail- ures.	Assets.	Liabilities.
1898 (10 months).....	108	\$265,121	\$537,029
1899 (10 months).....	68	191,006	404,072

The total imports of Halifax port for the fiscal year ended June 30, 1899, amounted to \$5,332,506, of which \$3,313,289 were dutiable goods and \$2,019,217 were free goods.

Compared with the imports of 1898, when the dutiable goods amounted to \$2,944,067 and the free goods to \$1,863,670, there was an increased importation during the year amounting to over 12½ per cent in dutiable goods, over 8 per cent in free goods, and over 10 per cent in total amount imported.

The imports from Great Britain for the two years mentioned were as follows:

	1898.	1899.
Dutiable.....	\$985,148	\$992,167
Free.....	731,683	909,793
Total.....	1,716,831	1,901,960

This shows an increase in imports from Great Britain amounting to \$185,129, or about 10 per cent, nearly all of which is in free goods. It is more than accounted for by the increased importation of hemp (\$212,439) and of tea (\$73,732).

The imports from the United States for the same two years were:

	1898.	1899.
Dutiable.....	\$686,432	\$717,622
Free.....	612,561	548,816
Total.....	1,298,993	1,266,438

The decrease was \$32,555, or about 2½ per cent; this is solely in free goods, there having been a slight increase in the importation of dutiable goods.

The imports from all other countries for the same two years were:

	1898.	1899.
Dutiable.....	\$1,272,487	\$1,608,500
Free.....	519,426	560,608
Total.....	1,791,913	2,169,108

The increase in imports from other countries was \$372,195, or over 20 per cent. This was largely in dutiable goods, and is more than accounted for by an increased sugar importation from Germany, amounting to \$444,673.

The total exports from the port of Halifax for the fiscal year 1898 amounted to \$6,219,513; for the fiscal year 1899, to \$6,284,027, of which \$6,076,762 were the produce of Canada and \$207,265 not the produce of Canada.

The exports from the port of Halifax to the United States, as indicated by the invoices certified at this consulate for the fiscal year of 1898, were \$503,381.47; for the fiscal year of 1899, \$801,867.19.

This apparent increase of \$298,485.72 in exports is due to the fact that until exports from Cuba and Puerto Rico were certified at this consulate to the extent of \$223,052.76 for Cuba and \$98,624.90 for Puerto Rico, and were included with the invoices of goods certified for the United States. The shipments represented by these invoices were chiefly of dry fish and potatoes.

I give below a partial itemization of the imports at this port from Great Britain and the United States for the fiscal years ended June 30, 1898, and June 30, 1899:

	Great Britain.		United States.	
	1898.	1899.	1898.	1899.
<b>DUTIABLE.</b>				
Books .....	17,182	17,281	11,723	15,882
Brass .....	3,842	3,340	8,748	7,096
Breadstuffs .....	9,435	9,164	7,762	5,838
Bicycles .....	289	117	17,156	14,780
Cottons .....	72,111	65,968	18,587	17,608
Drugs .....	14,908	15,102	15,584	16,719
Earthenware and china .....	21,434	20,773	1,066	1,786
Green fruit .....	12,052	13,644	34,722	80,374
Glass .....	13,502	16,812	8,230	4,228
Fish .....	937	1,065	6,467	10,088
Hats and caps .....	23,352	26,114	9,810	9,057
Iron and steel .....	74,542	67,604	122,221	135,038
Leather and manufactures .....	3,773	2,635	9,711	7,802
Meats and provisions .....	1,276	835	69,944	47,348
Butter and cheese .....	513	379	1,079	1,801
Oils .....	32,988	42,510	57,980	62,362
Soap .....	10,537	11,588	8,901	8,531
Spirits and wine .....	60,903	65,010	134	582
Sugars .....	15,261	8,152	.....	5,008
Molasses .....	.....	.....	.....	7,245
Vegetables .....	8,109	4,185	11,079	9,002
Wood and manufactures .....	807	1,749	6,153	12,898
Wool and manufactures .....	196,256	194,119	2,235	1,052
Other dutiable goods .....	891,194	404,021	267,810	291,098
<b>Total .....</b>	<b>985,148</b>	<b>992,167</b>	<b>686,432</b>	<b>717,622</b>
<b>FREE.</b>				
Coal .....	.....	.....	91,713	67,985
Salt .....	17,992	21,491	580	.....
Wood (planks and boards) .....	115	819	12,412	35,256
Animals .....	2,639	60	800	106
Grease .....	.....	.....	786	.....
Cocoa bean .....	12,721	12,097	.....	4,097
Flowers, plants .....	242	387	326	264
Green fruit .....	.....	.....	16,594	18,021
Hemp .....	165,638	378,077	77,206	32,228
Leaf tobacco .....	.....	.....	.....	8,658
Cotton waste .....	.....	.....	3,468	2,252
Drugs .....	9,524	12,236	23,683	24,514
Lines and twines .....	11,463	13,610	48,191	46,548
Metals .....	109,592	108,051	19,551	22,671
Cotton wool .....	.....	.....	110,824	110,870
Indian corn .....	.....	.....	151,232	162,307
Settlers' effects .....	3,882	3,086	16,487	14,823
Tea .....	132,597	206,329	.....	.....
Other free goods .....	265,278	158,550	44,994	2,431
<b>Total .....</b>	<b>781,683</b>	<b>909,793</b>	<b>612,561</b>	<b>548,816</b>

The exports to the United States, as indicated by the invoices certified at this consular office, for the fiscal year ended June 30, 1899, show increases and decreases, compared with 1898, as follows:

Articles.	Value.	Decrease.	Articles.	Value.	Decrease.
Carriages .....		\$96	Laths and lumber .....	\$21,134	\$484
Emigrants' effects .....	\$2,709	92	Moose head .....		146
Fish:			Organ .....		31
Canned .....	81,964	22,113	Pictures .....	200	1,302
Fresh .....	11,499	5,541	Returned American goods		
Pickled .....	98,256	9,404	(2491) .....		4,619
Fish oil .....	18,284	1,603	Selenite .....		802
Fishhooks .....		197	Tea .....		302
Oranges .....		792	Twine .....		1,442
Furs .....		200	Wood (fuel) .....		3,060
Glue stock .....		181	Skates .....		145

  

Articles.	Value.	Increase.	Articles.	Value.	Increase.
Apples .....	\$983	\$983	Ivory nuts .....	\$2,508	\$2,508
Beans .....	788	788	Junk .....	15,358	3,311
Berries .....	16,970	9,075	Lard .....	1,032	1,032
Charcoal .....	1,781	1,781	Lime juice .....	222	222
Cheese .....	114	114	Condensed milk .....	7,245	7,245
Cigars .....	1,380	1,380	Miscellaneous .....	858	858
Coke .....	3,840	3,840	Molasses .....	1,194	720
Fertilizer .....	277	277	Ore:		
Fish, dry .....	\$86,650	161,405	Chrome .....	14,531	14,531
Fish sounds .....	1,181	219	Manganese .....	1,625	1,544
Flour .....	3,000	3,000	Onions .....	709	709
Gas liquor (ammonia) .....	1,858	1,243	Pork, salt .....	662	662
Exhausted bone char .....	1,372	1,372	Potatoes .....	113,382	112,792
Dry goods .....	208	208	Powder .....	2,292	2,292
Grindstones .....	51	51	Sheep .....	375	375
Gypsum .....	3,211	3,211	Sugar .....	3,695	3,695
Hay .....	1,644	1,644	Theatrical scenery .....	3,899	3,899
Hides and skins .....	18,151	1,788	Wood (logs) .....	2,081	2,081
Horses .....	300	237			

The exports from the rest of this consular district, not including this port, shows:

Articles.	Value.	Decrease.	Articles.	Value.	Decrease.
Fish, canned .....	\$2,190	\$6,842	Furs, raw .....	\$94	\$898
Fish oil .....		1,924	Wood pulp .....	31,227	1,313

  

Articles.	Value.	Increase.	Articles.	Value.	Increase.
Fish, dry and pickled .....	\$451,400	\$410,222	Oats .....	\$180	\$180
Flour .....	106	106	Potatoes .....	12,477	10,160
Hay .....	759	759	Wood, fuel .....	2,706	344
Lumber .....	25,310	19,432	Wood, ship knees .....	3,350	2,967

*Value of certified exports.*

Agency.	1898.	1899.	Increase.	Decrease.
Bridgewater .....	\$5,359.00	\$11,157.68	\$5,798.68	
Liverpool .....	47,527.11	41,098.04		\$6,439.07
Lunenburg .....	43,236.48	478,086.42	434,849.94	

The imports at the port of Halifax for the quarter ended September 30, 1899, were:

	From Great Britain.	From United States.	From other coun- tries.	Total.
Dutiable .....	\$280,622	\$226,025	\$440,231	\$946,877
Free .....	229,450	133,857	221,383	584,690
Total .....	510,072	359,882	661,614	1,531,567

The exports from this port to the United States for the three months ended September 30, 1899, as indicated by invoices certified at this office, amounted to \$183,657.98, or \$52,967.04 more than for the corresponding three months one year ago. The invoices certified at the three consular agencies of this district during the same period amounted to \$55,121.71, or \$18,216.35 less than for the corresponding three months one year ago. The falling off in exports certified by agencies as well as the very large increase of exports reported from Lunenburg for the fiscal year are due to the fact that last year, exports for Cuba and Puerto Rico were certified by United States consular authorities.

#### UNITED STATES HARDWARE.

Especially favorable mention is made by merchants here of American shelf and builders' hardware, both as to quality, style, and finish. The catalogues sent out by leading American hardware houses are thought to be particularly satisfactory for purposes of ordering the different styles of goods.

JOHN G. FOSTER,  
*Consul-General.*

HALIFAX, *November 15, 1899.*

#### SYDNEY.<sup>1</sup>

The exports to the United States have been somewhat increased over the preceding year, the gain consisting largely of fresh fish, canned lobsters, and lambs. The exports in this respect will probably increase during the coming year, as refrigerating plants are being erected at various points to procure fish for table use as well as for the storage of bait for fishing vessels. More attention will be given to the storage of ice, so that vessels may be able to supply themselves at all times in order to preserve their catch in a fresh condition for the United States market. There will also be a large increase in bituminous coal sent to the United States.

The imports from the United States have increased about one-fourth in amount during the year, and consist mainly of mining machinery, manufactured articles of iron and steel, rubber goods, hides, and corn in bulk.

I have been unable to obtain from many of the agents and collectors of customs a detailed list of American goods imported at their agencies or customs ports. The following table will give the value and class of

<sup>1</sup> In answer to circular of July 10, 1899.

goods imported, as obtained by items, and also the gross amount of importations:

Articles.	Value.	Articles.	Value.
Artificial limbs .....	\$380.00	Laundry starch .....	\$98.00
Agricultural implements .....	224.00	Leather, manufactures of .....	368.00
Baking powder .....	120.00	Lubricating oil .....	923.00
Bicycles .....	284.00	Lumber .....	580.00
Boiler tubes .....	781.00	Machinery, mining .....	30,945.00
Books .....	1,082.00	Marble .....	205.00
Brass, manufactures of .....	880.00	Medicine .....	95.00
Canvas canoe .....	35.00	Mineral rod .....	7.00
Church bell .....	70.00	Nets and twine .....	117.00
Carriage .....	12.00	Organs and pianos .....	755.00
Copper, manufactures of .....	106.00	Paper, manufactures of .....	41.00
Copper ingots .....	1,629.00	Paint .....	114.00
Corn meal .....	1,383.00	Parcels by express .....	2,010.00
Corn in bulk .....	37,430.00	Pickles .....	63.00
Cotton cloaking .....	686.00	Printing press .....	805.00
Cotton clothing .....	25.84	Pumps .....	560.00
Cotton waste .....	1,962.00	Rubber goods .....	1,164.00
Diamond drill .....	12.00	Safes .....	36.00
Dry goods .....	25.84	Settlers' effects .....	2,696.00
Fire brick .....	62.00	Sewing machines .....	35.00
Flour .....	80.00	Surgical instruments .....	68.00
Glass, manufactures of .....	316.00	Table covers .....	42.00
Gums .....	18.00	Watches and clocks .....	975.00
Green fruits .....	358.00	Wire cloth .....	2,041.76
Hats .....	128.00	Wood, manufactures of .....	6,462.00
Hard pine .....	1,080.80	North Sydney a .....	13,419.00
Hardware .....	754.00	Arichata .....	4,080.00
Hides .....	82,203.00	Cape Canso a .....	15,000.00
Iron, manufactures of .....	30,945.00	Port Hawkesbury and Mulgrave a .....	5,927.00
Jewelry .....	302.00		
Kerosene .....	942.00		
		Total, (approximated) .....	258,670.24

a Articles not specified. Agencies at Pugwash and Wallace make no report of imports.

#### NEW ENTERPRISES.

The past year has witnessed the starting of several large enterprises in this consulate, the most notable of which is the commencement of the erection of a plant for the Dominion Iron and Steel Company, Limited, of which Mr. Henry M. Whitney, of Boston, Mass., is the president. This company was incorporated by act of March 30, 1899, of the Provincial Parliament of Nova Scotia. Under the terms of the act, the company has general powers to carry on all of the business incidental to the manufacture of iron and steel of any character, and any other products therefrom; also to own, by purchase or lease, vessels, railroads, etc., as shown by section 2 of the act quoted herein:

Sec. 2. The objects of the company shall be, and the company is empowered and authorized as follows:

(a) To purchase, hold, lease, acquire, and sell mines, minerals, and mining and other rights, easements, and privileges.

(b) To mine, quarry, get, work, mill, and prepare for sale by any process, coal, iron, and other ores, and all or any other minerals or metallic products, and to manufacture therefrom any by-products, and to smelt the iron ores and other metallic substances, and to manufacture iron, steel and any other products therefrom, and to trade in the products of such mines or manufactures.

(c) To purchase, acquire any interest in, hold, use, occupy, sell, and convey real estate, mills, machinery, vessels, vehicles propelled by steam, electricity, or otherwise, and other property, and to mine coal, smelt, dress, and in every or any manner and by every or any process to manufacture the iron ores, minerals, and metallic or other products, and for such purposes to make and execute all necessary and proper works, and to do all necessary and proper acts, and erect and maintain all suitable furnaces, forges, mills, engines, houses, and buildings, and if necessary to acquire any patent privileges, or by assignment, license, or otherwise, the right to use any patent inventions connected with the purposes aforesaid, and to take or lease or otherwise acquire any lands or other property, and the company may sell and convey the same or any part thereof by deed or deeds with the usual covenants.

(d) To construct and make, purchase, hold, or lease, alter and maintain and operate any railroads, tramways, or other roads, barges, vessels, ships, and steamers for the public conveyance of passengers and goods and for the transportation of coal, iron ores, limestone, and any other minerals and metallic substances or products, manufactured or unmanufactured, from and to the mines of the company or from any other mines to any place of transshipment or elsewhere, and to do all other business necessary and usually performed on the same.

(e) To construct harbors, breakwaters, and bridges, and to purchase or hire, build, construct, or erect wharves, docks, piers, and machinery, and acquire such land and lands covered by water as may from time to time appear expedient.

(f) To construct, purchase, operate, and maintain, or lease telephone and telegraph lines for the use of the company only, to manufacture and sell gas of every kind and description, and electricity for the use of the company only.

(g) To construct, maintain, or contribute toward the construction and maintenance of houses, churches, schools, hospitals, and other buildings, for the use and benefit of the workmen and others from time to time employed by the company or dwelling upon its property.

(h) To manufacture steel and iron in every branch, and any articles consisting of iron or steel, in whole or in part.

(i) To let or sublet for building, mining, or any other purpose any property, and to give and grant any rights, licenses, easements, or privileges.

(j) To acquire the good will of any business within the objects of this company and any real or personal property, privileges, rights, and contracts appertaining to the same, and in connection with any such purchase to undertake the liabilities of any company, association, partnership, or person.

(k) To sell, lease, or otherwise dispose of the whole or any branch or part of the business, property, or franchises of the company to any other iron, steel, or coal company, or any other company or companies carrying on or formed for the purpose of carrying out any object similar to any of those of the company hereby incorporated, and this company is hereby authorized and empowered to make such sale, lease, or disposal of the whole or any branch or part of its business or property only upon the vote of two-thirds of the shares of this company.

(l) To acquire by original subscription or otherwise, and to hold, sell, mortgage, or otherwise dispose of shares, stocks, whether common or preferred, debentures, debenture stocks, bonds, and other obligations of any company carrying on or formed for carrying on any trade or business within the objects of this company.

(m) To apply from time to time any part of the funds, stock, whether common or preferred, bonds, debentures, and other obligations of the company for any purpose of the company.

(n) When authorized by a three-fourths vote of the shares of this company, this company is hereby empowered to purchase, lease, or otherwise acquire, hold and enjoy all the property, franchises, rights, and privileges held or enjoyed by any iron, steel or coal company, or any company or companies carrying on or formed for carrying on any business similar to that which this company is authorized to carry on under the provisions of its charter or otherwise; and such other iron, steel, or coal company so selling to this company is hereby authorized and empowered, by vote of three-fourths of its shares, to sell, mortgage, lease, or otherwise dispose of such property, franchises, rights, or privileges unto this company as fully and effectually as if the said iron, steel, or coal company or other companies were empowered so to do by a special act of the legislature of the province of Nova Scotia. Said property, rights, franchises, and privileges, when purchased, leased, or otherwise acquired as above stated, shall be owned and enjoyed by this company as fully and effectually as the same were theretofore held and enjoyed by the company from which the same were so purchased, leased, or otherwise acquired, subject to all existing valid liens and charges.

(o) To purchase, hire, construct, or manufacture for use in connection with any business of the company, and to use and operate any ships, barges, rolling stock, machinery, or plant: *Provided, however,* That nothing in this act or in the charter or franchises of any company that may be acquired by this company shall authorize or empower the company to carry on a general business in dry goods, groceries, and other general merchandise.

The capital stock of the company is \$10,000,000, divided into 100,000 shares of \$100 each, with power to increase the same to an amount not exceeding \$20,000,000.

The town of Sydney, as inducements to the company to locate its plant here, gave to them a free site consisting of about 450 acres of

land, at a cost of \$83,650, with a water frontage of at least  $1\frac{1}{4}$  miles, accessible to the largest class of steam or sail vessels, and directly contiguous to the Intercolonial and Sydney and Louisburg railroads; and also exempted all the property, income, and earnings of the company from municipal taxation for a period of thirty years, except so far as relates to dwelling houses and the land connected therewith owned by the company. Active operations have begun on the erection of this large plant, which at first will consist of four large and modern blast furnaces, and from 300 to 400 coke ovens. The coal is to be furnished by the Dominion Coal Company, Limited; will have to be transported only from 8 to 16 miles, and can be delivered inside the grounds of the new plant without delay or trouble on the cars loaded at the coal pits.

Large deposits of iron ore have been bought from the Nova Scotia Steel Company, located at Bell Isle, Newfoundland. It is stated this ore can be mined and placed on steamers of the largest tonnage at a cost of about 25 cents per ton there. Twelve to sixteen hours will then land it at the company's piers at Sydney, on the water front of its plant.

The necessary limestone is available in easy reaching distance, either by water or rail.

Sydney Harbor is open to navigation about nine months of the year, but, with steamers of large tonnage arriving and departing daily, will practically become an open port for the entire year, the only drawback being the passing of drift ice from the Gulf of St. Lawrence outside the harbor during the months of March and April. During that period, the harbor of Louisburg, 39 miles distant, with connection by the Sydney and Louisburg Railroad, is available.

The site selected for this great plant is most advantageous for none of the crude material has to be transported any considerable distance, and the finished product can be distributed by steamer to all of the maritime provinces and Upper Canada as far west as Montreal. In the winter season, there is direct rail route via the Intercolonial Railway to the whole of Canada, this railway connecting with the company's plant. That the plant will be modern in every respect there is no reason to doubt, as some of the most skillful constructors from the United States are superintending its erection. It is now stated, and I see no reason to doubt the statement, judging from the present outlook, that the furnaces will be in operation in about eighteen or twenty months. The coming of this plant to Sydney has brought about a change in the attitude of the Canadian Government toward the bounty question on iron. Instead of the bounty coming to an end in June, 1902, it is now to be continued until 1907. At the present time and until June 30, 1902, the bounty on pig iron made from Canadian ore is \$3 per ton, on pig iron made from foreign ore \$2 per ton. Then a new and diminishing scale goes into effect, and the bounties on steel ingots, steel billets, and on pig iron and puddled iron will be as follows:

	Canadian ore.	Foreign ore.
First year of new period .....	\$2.70	\$1.80
Second year .....	2.25	1.50
Third year .....	1.65	1.10
Fourth year .....	1.05	.70
Fifth year .....	.60	.40

The product of the company at Sydney will all come under the second scale of bounties, as it is the intention to use ore from Newfoundland.

There is a royalty on all coal used in the construction of iron and steel within the province of Nova Scotia, but any company now carrying on the business of making iron or steel or any company that may be organized and have begun operations within twelve months from the 1st day of August, 1899, and also shall have within two years from said date erected within the province of Nova Scotia plant, buildings, furnaces, machinery, and appliances, at a cost of not less than \$3,000,000, for the manufacture of iron or steel, or both, may be by the governor in council refunded one-half the present royalty for a period of eight years, which, being  $12\frac{1}{2}$  cents per ton, will make the refund  $6\frac{1}{2}$  cents per ton, which on the large amount of coal to be used will amount to no inconsiderable sum.

With labor cheap and intelligent, the cost of living not in excess of that in the United States, if not slightly less, with the ability, as said, to receive all of the ore, limestone, and other material direct at the plant by water transportation and to ship the finished product the same way, it is fair to assume that the Dominion Iron and Steel Company, Limited, will be a formidable and aggressive competitor with the manufacturers of like products in the United States, when operations have been commenced. The exact dimensions and capacity of the furnaces I have been unable to obtain.

It is also intended at an early date to erect large foundry and machine shops in connection with this plant.

It is also stated, on what I consider reliable authority, that the Montreal Rolling Mills is to erect a plant at Sydney, occupying a portion of the ground given to the Iron and Steel Company, and enter largely into the construction of steel rails, structural iron, etc., although at the present time no active operations have been commenced, the company being in consultation with the town authorities of Sydney in regard to exemption from taxes and other matters connected with their proposed erection of a plant at Sydney.

The town of Sydney has already felt in a great degree the benefit of the location of this great manufacturing industry in its midst. Large numbers of new residences and business blocks are in course of erection at the present time. Town lots suitable for business houses have more than doubled in value in six months, rents have increased 50 per cent owing to the demand for houses and business stands. The demand for all classes of labor is greatly in excess of the supply. There is more prosperity here at the present time than for the last twenty years, I am credibly informed by citizens conversant with facts.

The large ore deposits in Cape Breton, under the impetus given by the erection and working of this great plant, are being more carefully examined and tested. Already at Georges River, this island, large deposits have been located which are accessible by water communication, and if reports made in a pamphlet issued by Rev. Martin A. MacPherson, who controls the deposit, are verified by actual test, there is an almost inexhaustible supply of ore in close proximity to Sydney.

The Richmond and Inverness Railroad, starting at Port Hawkesbury on the Strait of Canso, is another enterprise which will soon be in operation. This road will run along the north shore of Cape Breton Island, opening up a new country, with large coal deposits and immense tracts of spruce lumber. It will also bring within easy reach a new



and picturesque country for tourists, where they can obtain the finest of rod fishing, either for trout or salmon, with good hunting grounds. Near Louisburg, an American company has recently purchased a talc mine, which is to be actively worked at once, the product to be sent to the United States.

The bituminous coal industry of this island is largely on the increase. The past year has witnessed the largest shipments from the Sydneys ever known in their history. This has been made possible by the Dominion Coal Company, Limited, working during the past winter and banking its output.

I take pleasure in quoting from a statement showing its business for the year, kindly furnished me by the resident manager of that company:

The gross tons (long) mined during the year ending June 30, 1899, were 1,511,459.

	Tons.
Steam coal shipped to the United States .....	24, 792
Culm or slack shipped to the United States .....	71, 928
<b>Total shipped to the United States.....</b>	<b>96, 720</b>
Shipped to maritime and upper provinces, including Newfoundland.....	1, 066, 944
Bunker coal furnished steamers in trans-Atlantic trade.....	28, 651
Other bunker coal supplied .....	52, 508

Making a grand total of 1,244,820 tons shipped.

The difference between the output and shipments is in bank and will all be shipped before the close of navigation, with a large addition mined since June 30, 1899.

The company works four pits or shafts, and the average number of miners employed is 2,594.

A new pit or shaft is now being sunk, which will largely increase the number of miners employed and add about 4,000 tons per day to the production.

The output of the mines can readily be increased to meet any demand, and as the coal company is to supply the coal for the use of the iron and steel company, and as it also has the contract to furnish the coal for the Everett Coke Company, of Everett, Mass.—operating at present, I understand, about 400 ovens—the coming year will see a large increase in the production.

The company owns and operates the Sydney and Louisburg Railway, comprising 61 miles of rail. It is splendidly equipped, with 22 locomotives, 22 first-class passenger cars, 5 second-class cars, 1 box car, 22 flat cars, 610 coal cars, and 4 conductors' vans. Since June 30, the company has increased its rolling stock by the addition of two powerful locomotives of 125 tons each, new passenger coaches, mail and baggage cars combined, and fifty steel coal cars of 50 tons capacity each. The locomotives and steel cars are of American manufacture.

The company further owns and operates five ocean-going steamers carrying coal and passengers, five large ocean barges, one ocean-going towing vessel, and one harbor tug. In addition to the men employed at the collieries, there are 555 engaged at the shipping piers at Sydney and Louisburg and on the railroad, making a total of over 3,100 men in the employ of the company on land.

This section of Nova Scotia has without doubt entered upon an era of prosperity, and the importations from the United States will be largely increased during the coming year. Better results, however, would be obtained if manufacturers and merchants would send their

representatives here to meet the Sydney merchants in person, with samples of their goods, and also to arrange about credits and discounts on accounts, which are now given liberally by Canadian and English merchants to their patrons here.

GEORGE N. WEST, *Consul*.

SYDNEY, *October 13, 1899.*

### WINDSOR.

The consular district of Windsor, with its four agencies, is composed of the counties of Hants, Kings, and Cumberland, including the several ports on the rivers and bays opening into the Bay of Fundy. The chief port, Windsor, the county seat of Hants County, has about 3,000 inhabitants, and is situated at the junction of the rivers Avon and St. Croix, about 9 miles from the Minas Basin.

On the 17th of October, 1897, Windsor was almost entirely destroyed by fire. The custom-house, post-office, court-house, consul's office, together with all the business houses in the center of the town, were burned. Of the 3,000 inhabitants, 2,500 were rendered homeless. Over \$1,000,000 in property was destroyed, but of this some \$700,000 worth was insured. The recovery of Windsor from this great fire has been phenomenal and is worthy of note. A comparison of the valuation of property just before the fire and now, taken from the town clerk's records, is shown in the following figures:

	October, 1897.	October, 1899.
Real estate.....	\$905,400	\$1,058,445
Personal estate.....	339,367	429,474
Incomes.....	266,565	56,625
Total.....	1,411,332	1,539,544

The rate of taxation on this assessment is only 1 per cent. There is no other tax levied by the town, county, province, or Dominion. It is a "single tax" of its own kind, and furnishes an object lesson.

### SHIPPING.

Vessels remaining on the Windsor registry June 30, 1899, were:

	Number.	Tonnage.
Sailing.....	116	73,018
Steam.....	12	1,549
Total.....	131	75,035

Vessels clearing during same period were:

	Number.	Tons, net.	Cargo, tons.
British.....	103	38,947	65,830
American.....	25	8,502	13,780
Total.....	128	45,449	79,590

## WRECKS, ETC.

During the year ten vessels were wrecked, two broken up, and three sold to foreigners, as follows: One vessel, 293 tons, sold to citizens of the United States, \$1,000; one, 371 tons, sold to citizens of Norway, \$4,850; one, 1,590 tons, sold to citizens of Italy, \$17,000.

Only two small vessels were built during the year. Windsor was formerly one of the most extensive shipbuilding ports of the maritime provinces, but the day of building wooden vessels has passed, and the shipyards here are closed.

*Imports and exports of Windsor, fiscal year 1899.*

Articles.	Imports.	Value.
Raw cotton.....pounds..	1,026,608	\$56,625.00
Anthracite coal.....tons..	2,110	8,477.00
Bicycles.....	70	1,748.00
Hats and caps.....		375.00
Machinery, hardware, cornmeal, etc.....		108,308.00
Total.....		175,533.00

  

Articles.	Exports.	Value.
Gypsum to United States.....tons..	78,470	\$94,625.00
Lumber to United States.....feet..	870,000	7,697.00
Lumber to Great Britain.....standard deals..	480	9,520.00
Lumber to Barbados.....		6,892.00
Cotton goods to China.....yards..	1,608,000	68,840.00
Other articles.....		52,335.00
Total.....		240,283.00

Excess of exports over imports, \$64,750.

## GOODS DUTIABLE AND FREE.

Of the above imports, \$58,661 were dutiable and \$116,872 were free. The great bulk of the free goods consisted of raw cotton for the Dominion Cotton Mill located here, and was all produced in the United States. In addition to cotton and all other raw materials, lumber and wire fencing are also on the Canadian free list.

On account of the Canadian tariff, many manufacturers of the United States have established branches of their factories in Canada, and are making the same articles they produce in the States. Agricultural implements, as well as most other machinery used in this consular district, are obtained from Ontario, and most of them are made there in branch factories of American plants, the capital running them being mainly from the United States. There is, however, a general expressed preference for American manufactures, especially mechanical tools, and notwithstanding the Canadian tariff they out-sell the local make.

## KINGSPORT AGENCY.

This agency is situated at Kingsport, Nova Scotia, but it includes in its jurisdiction the whole of Kings County, with the following additional ports: Port Williams, Harborville, French Cross, and Kentville. This agency was known as "Cornwallis agency" until the 26th of July

last, when the name was changed to Kingsport. Kings County is chiefly devoted to agriculture and fruit growing, producing some lumber and manufactures. Formerly, considerable sawed lumber was shipped from this county to the States, but since the tariff of 1897 took effect the export has ceased.

Cornwallis Valley produces large quantities of apples of a quality superior to our own. Most of these are marketed in England, but many, on account of their superior quality, are still shipped to the United States. Potatoes, also of a very fine quality, are raised in Kings County, and prior to the Spanish war were mostly marketed in Cuba. Large quantities are still shipped to that island.

The exports to the United States of the Kingsport (Cornwallis) agency for the fiscal year ended June 30, 1899, were \$43,058.

#### PARRSBORO AGENCY.

The exports to the United States from the Parrsboro district for the year ended June 30, 1899, were valued at \$73,362.

The exports consisted mostly of coal and lumber: coal (soft), \$23,650; lumber, \$39,950. The amount of imports into Parrsboro is small, as nearly all foreign merchandise is brought through the wholesale houses of St. John and Halifax. Parrsboro is located in Cumberland County, on the basin of Minas, and the agency includes the following additional ports: Diligent River, Port Greville, Five Islands, Economy, Bass River, and Spencers Island.

Parrsboro is a town of about 2,500 inhabitants, with modern improvements, electric lights, and waterworks. The Cumberland Railway and Coal Company is a large corporation with headquarters at Montreal and a branch office at Parrsboro. This company owns and controls 35 miles of railroad with good rolling stock, and also a fleet of vessels—five barges and a tug—for transportation. The company owns and operates the Spring Hill Mines, about 30 miles from Parrsboro, employing about 900 men and 100 boys. A large per cent of the coal mined is shipped to the New England States. The Newville Lumber Company at Parrsboro has a capital of \$50,000 and employs 50 men. Its capacity is 450,000 feet of lumber per day. Thirty per cent of this company's lumber goes to the United States. At Bass River, in Cumberland County, two other large industries are in operation: The Union Furniture and Merchandise Company, with a capital of \$40,000, and the Fossil Flour Company, with a capital of \$200,000, with headquarters at New York and a branch office at Portland, Me. There are several other industries supplemented by American capital in this district. Parrsboro is about 30 miles from Windsor by water line across the basin.

#### CHEVERIE AGENCY.

This agency, formerly called "Kempton," includes the ports of Cheverie, Walton, and Maitland, all in the county of Hants. The quarrying of gypsum, sawing of lumber, and the preparation of timber for piling, for export to the United States, have heretofore been its principal industries, but during the last two years these exports have largely fallen off.

The exports from the Cheverie (Kempton) agency to the United States for the year ending June 30, 1899, were \$22,334.

The port of Cheverie is a small scattered village on the Minas Basin, about 30 miles from Windsor.

#### RIVER HEBERT (PORT JOGGINS) AGENCY.

By an order of the State Department, made last July, the name "Port Joggins" was changed to "River Hebert," but the business of the agency is still carried on under the old name and seal. This agency includes the port River Hebert, where the agent resides, and also the following ports in Cumberland County: Sand River, Shulee, Two Rivers, Joggins Mines, and Macan.

River Hebert is a small town on the Bay of Fundy. It is in a great lumber-producing country, and large quantities have been shipped from Port Joggins to both the United States and Great Britain. For a time after the passage of the 1897 tariff, the lumber export to the United States fell off, but during the last year it has again increased.

The exports from River Hebert for the year 1899 were \$41,401. Of this sum, over two-thirds consisted of lumber and timber for the United States. This agency has several successful manufacturing establishments. The Rhodes & Curry Company, at Amherst, employing a large number of hands, is making cars, car wheels, castings and forgings, etc. The Robb Engineering Company is also here, making rotary sawmills, boilers, and mill gears. Large quantities of coal are raised from the Joggins mines and shipped to the New England States.

JOSEPH T. HOKE, *Consul*.

WINDSOR, *October 28, 1899.*

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### ONTARIO.

#### AMHERSTBURG.

In conformity with instructions from the Department of State of July 10, 1899, I submit the following report: As a whole, business of all classes is in a much better condition in this consular district than at any time for several years. It is almost entirely an agricultural district, and the better demands for the products of the farm and factory, as well as a general advance in prices, have stimulated the people to greater effort in all branches. The soil and climate are well adapted to the cultivation of a high grade of tobacco, and in 1897 there were grown in this district about 800,000 pounds, which sold readily at an average of 10½ cents per pound. In 1898 the crop was estimated at 8,000,000 pounds. Owing to the large amount grown the price fell to about an average of 5 cents, and about 75 per cent of the crop has been sold at that figure. The crop this year will not amount to more than 3,000,000 or 4,000,000 pounds. All the factories in the Dominion (28 in number) but one are turning their attention to the manufacture of the Canadian leaf, mixed with leaf imported either from the States or the West Indies. One factory has been established in this district for the manufacture of plug tobacco for home consumption.

Small canning and evaporating factories are being built at several places. The only woolen mill in the district is now making blankets exclusively for the Northwest trade.

The Andenlon stone (lime) quarry, 2½ miles from this port, lately purchased by Nova Scotia capitalists, is now in full operation.

The official records at the Canadian custom-house at this port give the imports and exports as follows:

*Imports of Amherstburg district from the United States in 1898.*

First quarter .....	\$14, 108
Second quarter .....	33, 975
Third quarter .....	20, 041
Fourth quarter .....	113, 521
Total for year 1898 .....	181, 645
Total for 1897 .....	68, 782
Increase .....	112, 863

*Imports from the United States first half of 1899.*

First quarter .....	\$21, 630
Second quarter .....	39, 973
Total .....	61, 603
Total same period 1898 .....	48, 083
Increase .....	13, 520

*Imports from other countries for the fiscal year ending June 30, 1899.*

Great Britain .....	\$1, 496
France .....	81
Belgium .....	329
Total .....	1, 906
Imports from United States same period .....	195, 165

*Exports to the United States in 1898.*

First quarter .....	\$20, 481
Second quarter .....	52, 619
Third quarter .....	67, 035
Fourth quarter .....	74, 109
Total for 1898 .....	214, 244
Total for 1897 .....	170, 049
Increase .....	44, 195

*Exports to the United States first half of 1899.*

First quarter .....	\$30, 067
Second quarter .....	65, 953
Total .....	96, 020
Total same period 1898 .....	73, 100
Increase .....	22, 920

*Exports to other countries for the fiscal year ended June 30, 1899.*

Great Britain .....	\$44, 649
Germany .....	20, 516
France .....	600
Total .....	65, 765
Exports to United States same period .....	237, 164

The principal articles of import are the manufactured products of iron and steel. Kerosene oil, oysters, tropical fruits, high-grade

canned goods, hats, caps, millinery goods, cottons, and cordage. The principal exports to the United States from this district are staves, lumber, and fresh fish.

There have been no new means of communication opened in this district during the past year, and there is nothing new regarding freight rates.

No laws or regulations of a discriminating nature exist, other than the tariff.

CHESTER W. MARTIN, *Consul*.

AMHERSTBURG, *August 12, 1899.*

#### BELLEVILLE.<sup>1</sup>

The general trade of Canada is in a very prosperous condition and reports from the monetary and wholesale centers show that it is increasing and that the general tone is confident. This is owing, among other reasons, to the development of the Yukon, British Columbia, and other mineral districts, including those in this (Hastings) county, which has led to increased demand for specially prepared food products, also.

#### DAIRY PRODUCTS.

The phenomenally good harvests during the past season, not only in Manitoba and the Northwest, but also to some extent in Ontario and Quebec, enabled farmers to pay off mortgages and entertain a more buoyant feeling, resulting in more liberal purchases. The shipments of butter from the Dominion to Great Britain increased from 280,000 packages in 1898 to 451,000 in 1899; those of cheese from 1,896,496 packages in 1898 to 1,900,000 packages for 1899. The prices of dairy products, however, have been high and the exports for 1899 will show an increase of \$2,500,000 in butter and \$2,000,000 in cheese over 1898. It is impossible to give figures for this consular district separately, but it is estimated by the Eastern Ontario Butter and Cheese Association that there are \$175,000,000 invested in dairy interests in Ontario, and that the annual product approximates \$50,000,000. Of the 1,187 cheese factories in Ontario, about 10 per cent are located in this district; hence it is fair to assume that this consular district produces annually \$5,000,000 worth of cheese and butter and the receipts of the dairymen of this district have increased by \$450,000 during the past year, as compared with 1898. The influence of this very large production and the extremely high prices prevailing will readily be seen. There are 96 cheese factories in this (Hastings) county—more than in any other county in Canada.

Fears of tariff tinkering were entertained when the Liberal party came into power in 1896, but the Fielding tariff as adopted somewhat reduced the rates on both raw materials and finished products, the relative position of the manufacturers not being altered, as was generally anticipated; therefore development has been general.

#### TRADE.

While the 25 per cent pro-British or preferential tariff in favor of imports from Great Britain has not prevented a marked increase in

<sup>1</sup> In reply to circular of July 10, 1899.

importations from the United States, I believe it has materially influenced trade between Great Britain and Canada, and that had it not been adopted the importations from the United States would have been larger in proportion. There is no doubt that the British are pushing matters and opening up new lines of trade which they have not heretofore attempted—for instance, ready-made clothing for both men and women, type, prepared infants' food, household linens, fashion papers and magazines, patent medicines, books, skin lotions, sauces, pens, harness compositions, polishing pastes, cocoa, and many other lines. Importation of special brands of tea seems also to be increasing.

There is a marked increase in the use of American corn, but as it is purchased at Toronto and other centers it is impossible to give figures for this consular district. Farmers are using barley and other coarse grains, which at one time were largely exported to the United States, and producing pork, which, after curing, finds sale in British markets. This seems to be a growing business, and packing establishments are becoming more plentiful, with good results to the farmers of Canada.

Cold storage of perishable products is making great headway, and storage plants are being constantly constructed throughout Ontario. The government of Canada has been providing cold storage on the steamship lines, and this, with the facilities for preserving perishable products throughout this country, added to those furnished across the ocean, has developed a large market in England for this class of goods, which heretofore had to find sale at home or in the United States.

Exports of cattle were not as large as last year, but prices were better, and it has been a prosperous year in this line as a whole. The apple crop was small and generally of inferior quality and did not keep well, making prices for local consumption very high. The fisheries in this district have never been so unproductive as this year.

Canning vegetables and fruits for export has assumed large proportions as a business, and the canning of chickens and turkeys has lately been added to this industry with decidedly good results.

There are six customs districts in the consular district of Belleville. It was impossible for me to get figures from Shannonville and Napanee. The following are the figures for the other four, viz:

*Port of Belleville, Canada, for the fiscal year ended June 30, 1899.*

IMPORTS.	
Produce of the United States.....	\$271, 399
Foreign goods in bond via United States .....	30, 965
Total .....	302, 364
EXPORTS.	
Products of mines .....	1, 700
Products of fisheries.....	2, 017
Products of forest .....	966
Animals and their produce.....	43, 491
Agricultural products.....	6, 924
Agricultural products, in bond, en route to Europe.....	43, 174
Manufactures .....	8, 194
Total .....	106, 466

The total exports from port of Belleville were \$1,094,571, of which \$779,808 went almost entirely to Great Britain, via the St. Lawrence River.



*Port of Deseronto, Canada, for the year ended June 30, 1899.*

## IMPORTS.

	United States.	Great Britain.	Total.
Free.....	\$64,415	.....	\$64,415
Dutiable.....	25,953	\$847	26,800
Total.....			91,215

## EXPORTS.

Articles.	United States.	South Africa.	Great Britain.	Total.
Manufactured goods.....	\$11,980	\$3,310	\$253,098	\$268,388
Forest products.....	216,417	.....	1,400	219,817
Fisheries.....	2,759	.....	.....	2,759
Animals.....	195	.....	.....	195
Agriculture.....	84	.....	.....	84
Miscellaneous.....	341	.....	.....	341
Total.....				491,584

*Port of Trenton, Ontario, for the year ended June 30, 1899.*

	United States.	Other countries.	Total.
Imports.....	\$64,584	\$10,631	\$75,165
Exports.....	178,033	90,516	268,549

*Port of Picton, Ontario, for the year ended June 30, 1899.*

	United States.	Other countries.	Total.
Imports.....	\$63,860	\$30,790	\$94,650
Exports.....	61,170	44,479	105,649

A review of the above figures (not taking into consideration goods shipped to foreign countries via the United States) shows that goods were sent to and received from the United States at the four customs districts above referred to as follows: Imports from the United States, fiscal year 1898, \$294,666; fiscal year 1899, \$490,161; increase, \$195,495, or over 66 per cent. Exports to the United States, fiscal year 1898, \$337,752; for fiscal year 1899, \$534,271; increase, \$196,499, or over 58 per cent.

The consular agent at Deseronto reports a marked increase in the export of forest products, caused by the improved demand in the United States, checked, however, by the duty imposed on most of this material. There is a large gain in the sale of these products for export direct from Canada to Great Britain and countries other than the United States.

The consular agent at Trenton reports:

The principal change in the complexion of the exports to the United States is the almost complete extinction of lumber and the commencement of the export of gold bullion, which latter amounted to \$68,050 for this fiscal year. The Gilmour Company is beginning the manufacture of the new patent lumber, by which a thin facing of fine-grade lumber is combined with inferior grades, making a grade claimed to be first class and equal to the best grades heretofore made.

### The consular agent at Pictou reports:

Exports of fancy peas for seed purposes to the United States have fallen off at least 50 per cent, as the increase in the duties has compelled firms doing business here to remove their plants to the United States and grow peas there for the market.

### MINING IN BELLEVILLE CONSULAR DISTRICT.<sup>1</sup>

Interest in mining in the Hastings mineral district continues to increase and much activity is manifested, especially in gold mining.

*Gold and arsenic.*—The two principal mines in this district are owned and operated by English companies, and their practice is to give no information to the public, but the fact that they are continually adding to and increasing their plants seems to prove that their operations must be profitable. Mining investors are evidently taking this view of it, as one hears continually of new companies being started in different parts of this county.

The Deloro mine, in Marmora Township (formerly owned by Mr. Gatling, brother of the inventor of the gun bearing that name), is being steadily worked, and 150 men are employed in the various departments of mining and milling and the arsenic works. This mine is now being worked to a depth of 425 feet, where levels are driven in a large ore body showing much mispickel. As it is generally understood that where mispickel is there is also gold, this would indicate that the veins of this district are permanent. Although 425 feet is no great depth in mining, this is by far the deepest working in these parts, and I am informed that the veins are holding out and showing increased strength and size and more mispickel than nearer the surface. Although it is impossible to find out what gold is actually produced, it is well known that the mine is being profitably worked.

This company is now producing white arsenic, which all goes to the United States and finds a ready market. The manufacture and shipment of white arsenic by this company has only lately been begun. For the past few years the mispickel, after the extraction of the gold, has been accumulating in a huge pile awaiting reduction. It is proving a valuable by-product. A number of carloads have been shipped within the past three months and the amount of material on hand will take at least a year or more to treat, and as the gold mills are continually at work producing more, it would appear that the world's supply of arsenic must come largely from this district in the future. The output from England seems to be diminishing, and this is said to be the largest deposit of arsenic known.

I have given prominence to this mine, it being the pioneer among properly conducted and profit-producing gold mines in this mineral and consular district. A vast amount of money has been expended on this property under different owners and companies, but until the past two years there has been no success, owing to the refractory character of the ore. I am reliably informed that 90 per cent of the gold value of these ores is being extracted, and practically all the arsenic. It will be gratifying to Americans to note that the present manager of this mine is an American and the first to solve the problem of the profitable reduction of these refractory ores, again showing the superiority of American mining methods.

About 14 miles northwest of the Deloro is the Belmont gold mine,

<sup>1</sup> See also Commercial Relations, 1898, vol. 1, pp. 327-334.

the ores of which carry only a small percentage of iron pyrites and no mispickel. This mine was taken under option by an English company, which has lately made the final payment on the property, thereby becoming the owner. It began operations about two years ago, and, like the Deloro Company, gives out no information; but here again can be seen all the signs of a prosperous enterprise under efficient management. A stamp mill was built some two years ago to test the ore. This has been operated steadily; an air-compressing plant has lately been added, a residence for the manager and houses for the workmen are being built, making a village around the mine, and it is now contemplated to add a 50-stamp mill. A number of shafts are being sunk, the deepest being 300 feet, and nearly all are in pay ore.

Adjoining the Deloro mine is the "Gatling Five Acres," a property Mr. Gatling reserved after he disposed of his other mining interests because of his faith in this property. This is owned by the Atlas Arsenic Company, of Cleveland, Ohio (Messrs. Coe, Britton & Hungerford), which company has just completed a fine modern mill and is now sinking shafts on two of the veins, supposed to be the same as those on the Deloro. This company lately purchased the Gawley mine, a recent discovery, located 7 miles north, which is said to be very promising.

The Malone mines, 4 miles north of Deloro, have been worked in a desultory way during the past summer, I understand with good results. I am told that more systematic work will be done next year.

The Boerth Mining Company, of Detroit, is operating a mine in the township of Kaladar, where it has erected a 10-stamp mill, to be increased to a 20-stamp mill in the near future. The vein is some 8 feet wide and extends clear across their property, about a mile. Experts pronounce this one of the most valuable properties in this county. This company lately acquired a property 7 miles northwest of Marmora, which gives great promise. There have been a number of parallel veins found, gold bearing, one of which shows a width of 72 feet of free milling ore assaying from \$5 to \$50 per ton.

Near Madoc is the Diamond, a very promising property. Two shafts have been sunk on two distinct lodes, and both are showing up well in free gold assaying to a high average. A mill will soon be built.

I have alluded to the large area of mispickel ores in this district. In many, and I think in the majority, of cases this mispickel contains gold enough to pay all working expenses, hence this should be an ideal field for the arsenic supply of the future.

There are many promising prospects throughout Hastings County. The Deloro Company keeps a strong force of men out continually prospecting. All that is needed to make this a prosperous mining section is the presence of competent mining engineers, backed by necessary capital, to develop the mineral resources. This district has made decided progress in mining during the past season.

*Iron.*—The production of iron ore in this section is booming, owing to the recent advance in prices. Five or six properties in the township of Madoc are being worked, and daily shipments are made, mostly to Hamilton, Ontario; some to Deseronto. A company at Steelton, Pa., has purchased properties (with a view to shipping the product to its mills) on which several thousand tons are already on the dumps. In

no part of Ontario are there better prospects for iron than in this section, several million tons now being in sight.

*Lead.*—Lead and zinc have received some attention of late, several valuable deposits having been found in Tudor Township. Shipments of ore have been made to Belgium, where it found ready sale, and it is understood that an effort is being made to capitalize these properties with a view to working them on an extensive scale.

*Talc.*—A very valuable deposit of talc has lately been discovered near Madoc. This has been purchased by an American company, for the purpose of working it on an extensive scale. This talc deposit is "rensselaerite" of a very pure variety.

*Peat.*—Peat, in which this section abounds, is destined to become of much importance as a cheap fuel. Several companies are making attempts to put it in marketable shape by compression. The Deloro Company made a test and found it very satisfactory for generating steam, and it is said that the managers intend to install a plant for making up peat for their own use.

Joseph James, of Actinolite, in this county, is manufacturing actinolite for roofing purposes. The demand for this product is increasing both in Canada and the United States. It is highly prized for roofing, as it is proof against both fire and frost. Mr. James's property includes 300 acres, on which there are several valuable mispickel deposits, in which considerable development work has been done. His property, being easy of access and possessing one of the finest water powers in this county, seems to promise well.

MICHAEL J. HENDRICK, *Consul.*

BELLEVILLE, *December 23, 1899.*

### BROCKVILLE.

The year ending June 30, 1899, has been one of development and expansion in industrial interests in Canada, with consequent prosperity to its people.

The business of this consulate shows a large increase in exports to the United States during this period as indicated below:

Articles.	1898.	1899.	Increase+; decrease-.
Cattle.....	\$13,716	\$29,187	+ \$15,421
Emigrants' effects.....	6,430	5,961	- 469
Hides.....	72,774	93,040	+ 20,276
Horses.....	1,545	4,440	+ 2,895
Lambs.....	17,668	50,821	+ 33,153
Lumber.....	16,521	24,702	+ 7,181
Mica.....	.....	1,820	+ 1,820
Poultry.....	14,743	8,849	- 5,894
Returned American goods.....	2,433	5,629	+ 3,197
Shingles.....	533	1,922	+ 1,389
Wool.....	17,180	.....	- 17,180
All other articles.....	6,025	29,101	+ 27,550
Total.....	170,550	249,818	79,963

The number of emigrants to the United States from this district during the present calendar year is much greater than during the calendar year 1898.

There is a large and rapidly increasing amount of mica mined in this district, but nearly all of it has been exported by way of Ottawa.

The growing export of poultry to the English market has reduced the amount sent to the United States.

Under the former tariff, \$50,000 of wool was annually exported to the United States. This has ceased under the tariff of 1897.

During the last four months there has been a large increase in exports of hides and lumber and a marked decrease in export of cattle. Much of the cattle of this district is now sold in the Montreal market for export to England.

#### GENERAL EXPORTS.

The Canadian customs officials have kindly furnished a report of the exports and imports of this port for the fiscal year ended June 30, 1899. The exports are:

Product of—		Product of—	
Mines .....	\$1,820	Agriculture .....	\$1,546
Fisheries .....	904	Manufacturing .....	34,366
Forests .....	45,022		
Animals .....	277,225	Total .....	461,052

The principal articles of export during 1899, compared with 1898. are as follows:

Articles.	1898.	1899.	Increase +; decrease—.
Hides .....	\$64,125	\$122,903	+ \$58,778
Lumber .....	37,779	44,472	+ 6,693
Lambs .....	16,868	30,027	+ 13,157
Cattle .....	15,201	16,069	+ 868
Cheese .....	101,900	113,762	+ 11,862
Drugs .....	42,000	25,472	— 16,528
Hardware .....	22,500	28,365	+ 5,865
Agricultural implements .....	20,500	21,907	+ 1,407
To the United States .....	175,647	249,123	+ 73,476
To Great Britain .....	121,928	142,127	+ 20,199
To all other countries .....	64,911	69,402	+ 4,491
Total .....	363,486	461,052	+ 98,566

The increase of exports to the United States is 41.9 per cent; to Great Britain, 16.5 per cent; to all other countries, 7.5 per cent. Total increase of exports, 27.2 per cent. Hides, lumber, lambs, and cattle are exported to the United States; cheese to Great Britain, and drugs, hardware, and agricultural implements to other countries. The report does not fairly represent the exports of cheese and cattle, as nearly all the cheese and all the cattle exported to the English market are shipped from Montreal and appear in the reports as exported from that point.

The value of the cheese exported from the Brockville district in 1898 was \$1,625,000; in 1899, \$2,125,000. The exports of butter, eggs, and poultry, although very large, do not appear at all, as these are sent by way of Montreal.

## IMPORTS.

The imports reported by the Canadian customs for the Brockville district are:

Countries.	1898.	1899.	Increase +; decrease -.
From the United States .....	\$814, 429	\$805, 957	—\$8, 472
From Great Britain .....	28, 019	29, 188	+ 1, 119
From all other countries .....	224, 160	279, 725	+54, 525
Total .....	1, 066, 608	1, 114, 822	+48, 214

The principal articles imported from the United States are:

Articles.	1898.	1899.	Increase +; decrease -.
Bituminous coal .....	\$384, 651	\$249, 716	—\$134, 935
Anthracite coal .....	84, 038	119, 915	+ 35, 882
Iron in various forms .....	116, 117	114, 742	— 1, 375
Steel .....	20, 000	29, 175	+ 9, 175
Leather .....	9, 385	28, 607	+ 14, 222
Coal oil .....	5, 042	4, 718	— 324
Corn a .....	.....	16, 864	.....
Lumber a .....	.....	9, 072	.....
Tobacco a .....	.....	2, 446	.....

a Not reported in 1898.

The amount of bituminous coal imported will be still further reduced when the manufacture of peat fuel, already commenced in this district, is more fully developed.

The present high prices of iron and steel and the delay in filling orders has materially reduced the amount imported. The rapid development of Canadian iron mines, furnaces, rolling mills, and steel plants will, in the near future, result in active competition with the American products.

## DAIRY PRODUCTS

The dairy interests of Canada are a rapidly increasing source of wealth to the Dominion. Canadian cheese, butter, eggs, and poultry are now holding first place in the English market, and increasing quantities of these articles are exported. The uniformly superior quality of Canadian cheese has gained so high a reputation that thousands of the best New York articles are now bought by Canadian buyers and shipped by way of Montreal as Canadian cheese. The following shows the export of Canadian cheese for the six months from May 1 to November 1:

Year.	Number of cheese.	Value.
1898 .....	1, 676, 410	\$11, 734, 870
1899 .....	1, 670, 475	13, 363, 800
Increase .....	.....	1, 628, 930
Decrease .....	5, 935	.....

*Export of Canadian butter.*

Year.	Number of packages.	Value.
1898 .....	241,267	\$2,658,987
1899 .....	431,761	5,612,898
Increase .....	190,494	2,958,956

The Brockville Cheese Board is the largest and most important in Canada. Its 200 factories weekly board from 8,000 to 10,000 cheeses, and the price paid on the Brockville board fixes that price for the Dominion.

In 1898, the sales in the Brockville district for export to England were about 250,000 cheeses, valued at \$1,625,000. In 1899 the same number of cheeses have been sold, but the value, due to the higher price paid, is stated at \$2,125,000.

The quantities of eggs and poultry exported can not be obtained at this time, but they have been large and are constantly increasing.

## INDUSTRIES.

The manufacturing industries of Brockville are extensive and prosperous. From careful inquiry the following facts are obtained:

An iron-working establishment employing 350 hands reports: Articles manufactured, stoves and heating apparatus, builders' and household hardware, labor-saving tools, hammers, and edged tools, clothes wringers, and iron pumps. The iron used is American and Canadian, in equal quantities; steel used, American and English, in equal quantities. Since July 1, 1899, purchase of American iron and steel has nearly ceased because of the very high price and the time required to fill orders. Sales largely domestic.

An establishment manufacturing agricultural implements reports: Number of hands, 100 to 150; manufacture mowers, reapers, rakes, spring harrows, disk harrows, and cultivators. Until July 1, 1899, most of the iron and steel used came from the United States; now, Canadian iron and Canadian and English steel are used; cultivator points, disk harrow blades, and spring-harrow teeth are imported from the United States; all bolts and screws, Canadian; paints, oils, and varnish, Canadian; all lumber, Canadian, except Georgia pine, used for mower poles; sales mostly domestic.

Another agricultural firm manufactures spring-tooth cultivators, disk harrows, spring-tooth harrows, smoothing harrows, sectional seeders, and grain drills; iron and steel used, formerly largely American, now iron and iron pipe, Canadian and English steel; pressed cultivator seats and chains, American; manufactures spring-harrow teeth, bolts and screws, Canadian; paints, oils, and varnish, Canadian; lumber, all Canadian, except some white oak and ash, American; exports goods largely to all countries of Europe, to Australia, South Africa, South America, and West Indies.

The Canada Carriage Company manufactures high grade only of carriages, buggies, and cutters; steel, American and English in equal quantities; carriage hardware, all Canadian; cloths for trimming, all European; leather, all Canadian; moss, American; paints and oils, Canadian; varnish, American; employs 200 to 250 men; output, 5,000

carriages and buggies and 3,000 cutters; sales largely domestic, but rapidly increasing export trade to England, Australia, South Africa, and the West Indies.

The Ontario Glove Works manufacture gloves and glove leather, slippers, moccasins, snowshoes, and suspenders; import and wholesale ladies' French, Italian, Austrian, and German kid gloves; also gents' English, French, and Austrian leather gloves; also cycle and golf hosiery from England and Saxony; also lisle, suede, silk, cashmere, and cotton gloves from Saxony. All the cotton elastic and the suspender materials used in their own manufacturing are imported from the United States. All machinery is American except plain sewing machines, which are Canadian; employ 150 hands; sales entirely domestic.

An exporter of hides and wool reports yearly sales of hides, \$300,000; wool, \$50,000; manufactures belting leather to the value of \$60,000; 75 per cent of the hides are exported to the United States, against 95 per cent in former years. All the wool is sold to Canadian mills; under the last tariff all was exported to the United States; belting leather is all sold to Canadian firms; during past year he imported one carload of hides from Chicago and one from Liverpool.

#### UNITED STATES GOODS.

Inquiry at the retail stores shows that the following goods are largely imported from the United States: In dry goods, colored cotton and white goods, flannelettes, cheneille and tapestry curtains, notions, rubber goods, and brass curtain trimmings; in hardware, planes, levels, fine locks, bicycles, general hardware, whetstones, and grindstones; in jewelry, nearly all the watches and clocks, gold-filled goods, silver novelties, fountain and gold pens; in drugs, proprietary articles, fancy and toilet articles, rubber goods, and perfumery; in boots and shoes, men's fine shoes, ladies' fine shoes and fine slippers, infants' fine shoes, velvet goods, and shoe findings.

The merchants in all lines now advertise the fact that they carry American goods, and report that their sale is increasing.

C. W. MERRIMAN, *Consul*.

BROCKVILLE, *October 30, 1899.*

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#### CHATHAM.

I submit the following annual report on the commerce and industries of this consular district, as called for in Department circular of July 10, 1899:

Imports and exports between the United States and Canada remain about the same from year to year, varying when the supply falls short of the demand in either country, when the price of the commodity reaches a figure which will admit of paying the duty. For example, when edible beans are in demand in the United States, and the price is high on account of a short crop or for some other reason, this district—being the best bean section in the Dominion—is ever ready to take advantage of the opening, and shipments follow. Upon these a fair margin is realized after the duty is paid.

While I can not give figures, I can say that as a whole there is an increase in imports into this district over last year, but in groceries



there is a falling off, particularly in the line of bottled and canned goods. Following the enactment of the preferential clause in the Canadian tariff law last year, English dealers came into this district and replaced many articles of American manufacture with like products from their own plants, supplying the Canadian retailer at prices ranging from 10 to 20 per cent below figures previously paid for American goods. The said preferential clause has had another effect in this connection. It has induced English capital to enter this field, and efforts are made to buy up the canning and preserving industries with a view to increasing the output so as to control this market and shut out American products, and in all probability this will be effected.

American cotton goods, agricultural and other machinery, coal, hardware, table glassware and lamps, iron and steel, are the leading imports into this district. Our agricultural machinery is gaining reputation rapidly, and each year shows an increase in imports of this line into this district. Style, finish, and in fact everything that is requisite to make up a durable and salable article is to be found in American manufactures, and it is so acknowledged. Recently, a Pittsburg firm furnished iron girders and other castings for two brick buildings in this city and delivered the same at the depot here at a cost of something over 10 per cent less than the lowest Canadian bid. There is no importation of cereals into this district, which embraces nearly the entire county of Kent. In the matter of corn, Kent County and the adjoining county, Essex, produce far in excess of home consumption, and supply, in part, other sections of the Dominion where this cereal can not be successfully cultivated.

In my report for 1898, I stated that the cultivation of tobacco in this district would be largely increased this year, but there has been a decrease, occasioned by a combination on the part of Canadian dealers to bear down the price. This forced the producers to unite, and as a result they sent an agent to England to seek a market. In this, they were successful to the extent of finding purchasers at prices considerably below those anticipated earlier in the season. In consequence of the low prices which prevailed for the various grades, the crop this year will not equal that of 1898.

With regard to exports from this consular district, and by way of comparison, I have compiled and submit the following itemized statement for the years ended June 30, 1898 and 1899, showing an increase for 1899 over the preceding year of \$18,607.77:

## EXPORTS.

Articles.	1898.	1899.	Articles.	1898.	1899.
Apples and apple waste .....		\$6,549.73	Horses .....	\$200.00	\$2,694.50
Beans .....	\$3,192.97	1,246.40	Logs .....	19,060.41	12,512.22
Bones .....	284.00	280.00	Lumber .....	8,888.65	5,904.96
Bran .....	8,312.07	4,664.08	Manufactured goods .....	622.30	
Cattle, calves, sheep, and lambs .....	19,896.00	19,212.75	Machinery .....		380.00
Cord wood .....	119.00		Potash .....	442.33	
Dogs .....	225.00		Returned American goods .....	625.00	623.87
Emigrant effects .....	7,625.00	14,723.50	Seed, clover .....	1,280.00	
Fish .....		2,123.42	Seed, millet .....		779.10
Fanning mills (woodwork of) .....	1,899.88	8,412.68	Staves and bolts .....	90,716.68	97,275.86
Furs .....	203.70		Sundries .....		850.85
Hair and cattle switches .....		180.00	Tools .....	185.00	
Hides .....	1,423.07	1,864.80	Wool .....	1,291.75	
Hoops (barrel) .....	182.35		Zinc .....	160.78	
			Total .....	161,170.39	179,778.16

It will be seen that over one-half of the total amount of export is covered by staves and bolts.

The supply of material for staves is fast disappearing from this section of Canada, and it is safe to say that at the end of five or six years the supply will be practically exhausted. Already owners of plants in this district are looking for suitable locations in Ohio, Michigan, and adjoining States.

There is a great desire throughout Canada for a more liberal reciprocity between the two countries. With existing differences satisfactorily adjusted and a give-and-take policy adopted on the part of both countries, there is no doubt but that there would be a rapid increase in imports into Canada from the United States.

There has been no material change in industrial pursuits in this consular district during the past year.

CHAS. E. MONTEITH, *Consul*.

CHATHAM, *October 21, 1899.*

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#### GUELPH.<sup>1</sup>

Though the returns of the United States consulate at Guelph, Canada, for the fiscal year ending June 30, 1899, show a slight decrease from those of 1898, it is directly traceable to an increase of prosperity throughout Canada, as home consumption has enabled the manufacturers to dispose of their products in the Dominion at a good profit, where formerly they were willing to export them at a very low margin, thereby keeping their factories working full time. The manufacturers of this district report that trade was never better, and the farmers are looking forward to good crops. Though the consumption of many articles produced in the United States is large throughout this district, it is difficult to ascertain the exact amount, as in the majority of cases imports do not come direct, but are received by the merchants from jobbers and agents of American wholesale houses in the larger cities, such as Toronto, Montreal, and Hamilton. Pianos, organs, sewing machines, agricultural implements, and carriage hardware are the principal articles manufactured in this district, all being consumed in the Dominion or Great Britain. American productions entering into the manufacture of these articles are chiefly hard-wood veneers and fine steel. The major portion of the machinery used in the factories here is of American manufacture, and the only complaint I have heard regarding the same is that at the present time United States producers are so far behind in their home orders that it is difficult to obtain machinery or have repairs made, in the event of accident, without indefinite delay.

#### NEW INDUSTRIES.

Owing to the general improvement in all lines of business during the past year, there have been two new industries started, i. e., a factory for cream separators (I understand the company is already behind in filling orders) and a rolling mill for the conversion of scrap iron into bar metal. The latter was started here about four years ago, but failed after a few months, and its present revival has been effected by

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<sup>1</sup> In reply to circular of July 10, 1899.

the purchase of the plant, at about 12 cents on the dollar, by an individual who is also the proprietor of the sewing-machine factory and the cream-separator factory, and a large jobber in carriage hardware.

The late spring, it was feared, would be detrimental to agricultural interests in this locality, but exceptionally good weather during the summer has produced crops in all branches which have been unequalled for years; and with the exception of a few apple growers who suffered from caterpillar scourge (which, I believe, was purely local) the farmer has nothing to complain of.

The modes of packing, marking, and marketing produce and manufactured goods are identical with those employed in the United States, and our commercial agents travel through the province as freely as they do at home. Membership in the Commercial Travelers' Association of Canada, costing \$10 per annum, entitles them to a reduction of railway fare and baggage rates.

It is impossible to separate the customs returns of trade with the United States from that with other countries, but the gross receipts of the Guelph Canadian customs office, computed from the monthly statement for the year ending June 30, 1899, compared with the preceding year, are as follows: Customs returns for the year ended June 30, 1899, amounted to \$88,500.45; for the year ended June 30, 1898, \$66,819.62, an increase of \$21,680.83. The number of manifests receipted at the port of Guelph for the year ended June 30, 1899, was \$5,753; for the previous year, \$4,956, an increase of \$797. Number of entries made for the year ended June 30, 1899, \$5,135, against \$4,805 for the year ended June 30, 1898, showing an increase of \$330.

CHARLES N. DALY, *Consul*.

GUELPH, *August 24, 1899.*

#### HAMILTON.<sup>1</sup>

Owing to the number of custom-houses and the fact that their respective or collective districts do not correspond with the lines of consular districts, it would be very difficult to obtain exact figures as to trade with the United States, but that it is undergoing a very marked increase is evident. Its extent may be inferred by the showing at the port of Hamilton, the most important in this section of Ontario:

Total value of exports to the United States during the year 1898.....	\$350,762
Total value of exports to the United States during six months ended June 30, 1899.....	242,013
Total value of imports from the United States during the year 1898.....	2,893,695
Total value of imports from the United States during six months ended June 30, 1899.....	1,669,597

#### HELPS AND HINDRANCES TO TRADE.

Hamilton is a city of 52,000 people. Its 236 manufactories exhibit annual pay rolls aggregating \$3,500,000, and an output valued at \$15,000,000. Brantford, Gault, and Paris are prosperous manufacturing cities. The soil throughout the district is fertile, and the climate favorable to agriculture. The purchasing capacity of the people is large. The excellence of American goods is generally recognized, and

<sup>1</sup>In reply to circular of July 10, 1899. Digitized by Google

no prejudice is shown against their use. Notwithstanding these things, the market is largely filled with English and European products, because it does not receive the constant, thorough, and intelligent attention of our manufacturers and dealers, and the proportion of increase of exports to and imports from the United States is as 38 to 15 during the first half of the present year.

Commercial travelers from the States are not required to take out licenses to do business, and are accorded the same privileges by railroads, hotels, etc., as Canadian salesmen. There are no taxes or excise other than those covered by the tariff.

Custom-houses are maintained at every considerable inland town or city, and goods may be sent through to destination on approval, examined by the consignee in the warehouse, and, if unsatisfactory, returned without payment of duty. Merchandise is not required to be labeled as to the country of origin and manufacture unless entitled to claim differential reduction of tariff.

Duty must be paid on samples on entering, and no rebate is allowed on their being taken out of the country.

Frequent complaint is made by commercial travelers that they are required to make the prescribed showing for the free entry of "Returned American goods" on their samples at the United States custom-houses in transit to their homes. If a complete inventory could be certified to by the collector at the port of export and compared with the goods presented at the port of reentry, they claim that the revenue could be properly protected and time and expense saved them.

The regulations found necessary to safeguard the revenue in admitting "Returned American goods" across the border unquestionably operate in restraint of American trade and in vexatious delays and embarrassments, caused chiefly by lack of proper information as to the customs requirements. Manufacturers seeking to obtain and hold this market should take care that purchasers and users of their machinery and merchandise are informed as to all requirements at the time of purchase. The excellence of American machinery is fully recognized here, and much of it is used which requires to be sent back to the manufacturer at times for repairs. As these repairs provide labor for American workmen, and further sales depend upon the constant availability of the machines, it would seem wise to embarrass the purchaser as little as possible; but irritating and costly delays at the border have begotten a prejudice against "buying on the other side of the custom-house" that is injurious. During the present summer, United States machines have been replaced by Canadian, of admitted inferiority, because of troublesome and expensive delays in obtaining repairs.

#### IRON AND STEEL.

There is in the city of Hamilton a blast furnace for the manufacture of iron. It is a new industry, about three years old. The Dominion government pays a bounty of \$3 a ton for iron if manufactured entirely from Canadian ore, but if the native ore is mixed with ore imported from the United States only \$2 per ton is paid. The Ontario government appropriates \$25,000 a year to be paid as a subsidy to Canadian miners, to encourage the development of Canadian ore. The output of the Hamilton furnace is about 1,000 tons a week, and an average of 150 men are steadily employed seven days in the week.

Very little American iron has been used in the foundries or rolling mills of Hamilton since the blast furnace was established.

A steel mill is to be connected with the blast furnace as soon as the buildings now being erected are completed. The company will then manufacture steel plates for the building of steamboats and vessels for the lake-carrying trade. In order to further develop the iron and steel industry, the government has made an appropriation for deepening the canal, so that vessels of deeper draft can enter the Hamilton Bay from Lake Ontario.

The rolling mills in this city have become a part of the blast furnace company.

#### BUILDERS' HARDWARE.

Builders' hardware from the United States is extensively sold in this city, although several large firms manufacture that class of goods. One of the most important firms reports that notwithstanding the duty required on imports under the Canadian tariff, it can make a better profit on American goods and sell them lower than Canadian manufactures. The dealers have a better chance with our goods in competing for contracts with builders, and the quality and finish stand favorable comparison with those of Canadian or other foreign manufacture. There is a profitable field for further introduction of builders' hardware into this district.

American saws control the market in this city, although there are two large factories within a short distance, one being located at Galt, in this consular district. The saw factories are owned by American capital and are doing a profitable business, the Canadian tariff affording fair protection against foreign competition.

The edge tools and cutlery sold here are principally of English and German make; but there is no reason why American manufacturers should not compete for the cutlery trade with the Germans, as the Canadian tariff is the same on imports from both countries.

United States rifles and sportsmen's goods have the preference with both dealers and customers and control the principal trade in those lines.

#### BOOTS AND SHOES.

United States boots and shoes, especially those for women and children, seem to be preferred in this city by those who want to wear up-to-date styles. The principal dealers say they are the best sellers. The class of goods in demand here is not the highest priced sold in American cities, for the added duty increases the cost. Yet they must be well finished and of the newest cut. This field is not cultivated as closely as it might be by our manufacturers, for I find that the annual sale of American boots and shoes in this city is only about \$30,000, and this is mainly done by the two principal retail dealers.

For the year ended June 30, 1898, the Dominion of Canada imported boots and shoes to the value of \$378,453, of which \$357,842 came from the United States.

#### DRY GOODS AND MILLINERY.

This part of Canada is evidently a market that might be cultivated with profit for certain lines of American goods. The dress-print trade is not pushed with the vigor that it ought to be, and as a result

is largely lost to our manufacturers. The French seem to have this traffic and their agents work it diligently. An old dry goods man informs me that with well-directed effort on the part of American manufacturers, a fair share of the print trade could be secured. He gives as reasons for his belief: First, the French prints are higher priced, and the margin of profit is smaller for the retail dealer. Second, except in fineness of cotton cloth the American prints are in general make-up, colors, diversity of patterns, etc., equal to the French goods. The fineness of the thread, the dry goods man thinks, is more than offset by the difference in price. The main point in favor of the American prints is the increased profit to the retail dealer. As the duty is the same from the two countries, the advantage in transportation ought to be on the side of the United States manufacturer.

Only about 10 per cent of the dry goods sold in Hamilton are imported from the United States. The large retail dealers visit the European markets once or twice a year, while the smaller ones buy from the wholesale houses or from agents of European exporters. The new preferential tariff allows a rebate of one-fourth in favor of English manufacturers, and this has given advantage to their trade. Added to this is the longer system of credits.

In the line of underwear for men, women, and children, too, customers have a preference for the American make, because, for the price, the goods are best adapted to their wants.

The leading dry goods houses in this city do the principal millinery business. They send their head saleswomen and trimmers to the New York openings to study the latest fashions and then come home and buy their stock from the Canadian wholesale dealers. One cause for this is that importers and jobbers in the New York market will not sell to Canadian retailers in quantities to suit their trade, preferring to sell in job lots to the Canadian wholesaler. As a result, most of the millinery goods come from foreign markets. A profitable trade in millinery goods and novelties, and especially in the line of felt goods, awaits the enterprising American dealer.

JAS. M. SHEPARD, *Consul*.

HAMILTON, *October 18, 1899.*

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#### KINGSTON.

The imports at the port of Kingston for the year ended June 30, 1899, were \$1,234,310, of which \$962,150 was from the United States. For the same period the total exports were \$228,337, of which \$165,245 went to the United States.

The excess of imports for the year 1899 over the year 1898 was \$26,162, the United States furnishing only \$7,908 of this amount. This small excess of imports from the United States furnishes the first evidence that I have seen that the preferential tariff has given any satisfactory result to Canadians.

June 30, 1898, found the industries of Kingston depressed, wages reduced, hands discharged, and business generally contracted, with a gloomy outlook for the future. June 30, 1899, finds all changed for the better. Some industries have increased the number of their employees, all have raised wages, and the prospects are bright.

The Frontenac Milling Company is the only new industry com-

menced during the past year in Kingston. The machinery was all imported from the United States. To all appearances the company is prosperous, grinding a daily average of 150 barrels of corn meal and 130 barrels of flour.

I have never seen agricultural conditions in the district better. The crops are above the average, and the prices of farm products are unusually high.

Mining and prospecting for mines in this district are attracting general attention, and have a fair prospect of being profitable.

The Boerth Mining Company has spent a good deal of money in opening up a gold mine near Plevna, 20 miles from the Kingston and Pembroke Railroad. It now has a 10-stamp mill at work, and claims to be getting out \$17 worth of gold per hour. Two iron mines are being worked. There is no question that the mica mines are profitable. Seven are being worked in this district. The entire output is controlled by Webster & Co., an American firm, which concentrates the products of all the mines at Ottawa for shipment.

For fifty years, the transshipment of grain has been one of the important industries at this port, its existence being dependent upon the cheap water rates.

This season, the great demand for vessels to supply the furnaces of the United States with iron ore has almost destroyed the grain transshipment at Kingston.

The cost of lake transportation is nearly three times what it was last year, and the grain from the Northwest is now going to the seaboard by rail.

For some time, tonnage dues have been collected from American vessels at Kingston. I have learned that vessel owners or their representatives have at times complained to the collector, but it was not until August 7 that the captain of the *Pastime* reported at the consulate and asked if the imposition was correct, upon which the matter was promptly reported to the Department of State, and I understand has now been corrected. I sincerely regret that the owners and captains of vessels failed to report at the consulate earlier, so that the correction might have been made.

M. H. TWITCHELL, *Consul*.

KINGSTON, *September 25, 1899.*

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## LONDON.

One can not but note the great industrial activity of Canada at the present time. The factories are running full blast; labor is wholly employed at a general increase of wages over the previous year; the foreign demand for Canadian products is rapidly increasing, while the railroads complain that they are unable to handle the largely augmented freight traffic.

I have made careful inquiry among all classes of business men, the manufacturer, the wholesale dealer and the retail dealer, and in many instances have been furnished the figures of their output for the year ended June 30, 1899, as compared with the year preceding; and the average rate of increase runs from 25 to 50 per cent. Canada is look-

ing more and more to the English market, and its requirements are studied. The English buyer is on the ground superintending not only the output of the farms and factories, but providing increased facilities for transportation in the way of more rapid transit and cold storage.

#### NEED OF RECIPROCITY WITH THE UNITED STATES.

As I become better acquainted with the situation here, I am convinced that freer trade relations with Canada should exist. She is one of our best customers, even with the present restrictions to trade. But will she continue to be our best customer? When her trade with Great Britain is once thoroughly established, will it not be too late for the United States to regain what she has lost?

The Dominion naturally prefers to trade with us; our markets are nearer to her than the markets of Great Britain. What have we to fear as a result of freer relations? Since her competition pertains only to natural products, should we not be willing to take her natural products and supply her in turn with the products of our factories? If we look to the expansion of our foreign trade, these are questions of vital importance.

#### CANADA'S FUEL SUPPLY.

The great drawback to the development of manufacturing in this country is the lack of fuel. When it is considered that there are no coal measures from New Brunswick to the Province of Manitoba, and that nearly all the vast country between is dependent upon the United States for coal, it will be readily seen under what a disadvantage the manufacturers of this country labor. In fact, the scarcity of coal measures extends farther than to Manitoba; it extends to British Columbia, for the mines in Manitoba and the Northwest Territories are limited in their production. The coal fields of Canada which are developed are, first, those of Nova Scotia and New Brunswick, with an output in 1897 of 2,500,000 tons; second, those of British Columbia, with an output in 1897 of about 1,000,000 tons; third, those of the Rocky Mountain district and the Northwest Territories, with an output of about 225,868 tons in 1896. Canada imported for home consumption in 1897 about 1,500,000 tons of anthracite and the same quantity of bituminous coal, besides 83,330 tons of coke, nearly all of which came from the United States.

The present high price of coal, anthracite or bituminous—\$6 per ton—is forcing the people to look for a cheaper fuel, especially for domestic purposes; and they are considering the development and use of peat. In this connection, I quote from a local paper a description of the article and of its value as a fuel.

Peat is easily prepared for domestic purposes. Lying at the surface, no expensive prospecting, deep shafting, or other underground work is necessary. Cut by hand with a peat spade, called a "slane," into blocks like large bricks, it is air dried and piled up into stacks ready for use. It can be easily excavated by a steam shovel from any extensive deposit. In Ontario, compressing machinery has been lately devised and is now in use.

It burns readily but slowly, like coal, giving off but little flame, and when well kindled no appreciable smoke, but a faint and rather agreeable odor. Its value as a fuel is quite high, ranking midway between dry hard wood and good soft coal. Peat gives off about 30 per cent more heat than dry wood. Fortunately for Ontario she has



vast stores of peat. A peat deposit is now being worked near Stratford, and at Hyde Park, a suburb of the city of London, a peat bed exists which is said to be the most extensive known. Its deposits vary from 7 to 60 feet, and the quality is very good. Fuel can be laid down in the city from this bed at a minimum of cost, and it is hoped that the industry will speedily be developed.

#### CANADIAN MONEY.

The people of the United States, as a general thing, hesitate in accepting Canadian money, not knowing its security or upon what basis it is issued; while the fact is, Canadian money is as good and as safe as any money in the world.

The silver money is issued in denominations of 5, 10, 25, and 50 cents, and intrinsically the coins are of more value than similar ones in the United States, since they contain more silver. The paper money issued by the Dominion Government in denominations of \$1, \$2, and \$4 is secured by actual gold and silver deposited in the treasury, while the Canadian bank bills or notes are safe by reason of the enormous capital represented by each institution. No bank in Canada can be chartered which has not a capital of at least \$500,000. For instance, the Bank of Montreal has a paid-up capital in gold of \$12,000,000 and a gold surplus of \$6,000,000, and the Merchants' Bank of Canada has a paid-up capital of about \$6,000,000 and a surplus of \$3,000,000.

The banking system of Canada is one which can easily adapt itself to the demands of business. There are about forty banking institutions in the Dominion, and these forty institutions have at least five hundred branches. The parent institution is of course large, and represents an immense capital. It can always come to the support of one of its branches; the branch is therefore not dependent upon the uncertain fortunes of its locality.

#### AGRICULTURAL AND INDUSTRIAL EXHIBITIONS.

I was astonished, while at the Industrial Exhibition at Toronto, and the Great Western Fair here at London, to note the lack of United States exhibits. They were comparatively few at Toronto and were represented by but a bare half dozen at the Western Fair. It should be understood that the people of Canada delight in their annual fall exhibitions, from the township, county, and district fairs to the Western Fair and Toronto Exhibition. They take especial interest in the two latter, and they are great exhibitions, usually held for a period of ten days and attracting people from all over the Dominion. They equal in every way our largest State fairs, the daily attendance running as high as 75,000 at Toronto and 50,000 at the Western. The question may well be asked, Why do not the merchants and manufacturers of the United States, interested in Canadian trade, take advantage of these two exhibitions to display their wares? Many lines of American goods could be successfully introduced into Canada, provided the people here were made acquainted with their excellent qualities through inspection and observation. Dealers here do not care to risk putting on the market an uninspected or untried article, and although Canada is but next door to the United States, here, as well as in other foreign countries, we should exhibit our products more widely, and no better opportunity could be afforded for the Province of Ontario than the two fairs mentioned.

## SUMMARY OF IMPORTS AND EXPORTS.

The following table shows the total imports into the Dominion of Canada for the year 1897:

Foods and drinks.....	\$20,870,965	Manufactures .....	\$48,827,377
Metals.....	2,280,105	Animals .....	398,189
Chemicals, dye stuffs, etc...	3,389,318	Miscellaneous .....	11,271,761
Oils .....	1,483,655		
Raw materials.....	22,772,651	Total .....	111,294,021

Of the above amount the United States sent: Dutiable goods, \$39,534,792; free, \$31,231,524; total, \$70,766,316.

The British Empire sent: Dutiable goods, \$21,276,514; free, \$10,286,341; total, \$31,562,855.

There was exported from the Dominion of Canada in 1897 to the United States goods to the amount of \$43,991,485; to Great Britain, \$69,533,852.

## LOCAL TRADE.

The following, as furnished me by the collector of customs at this port, shows the exports and imports for the year ended June 30, 1899, and a comparison with the exports and imports for the year ended June 30, 1898:

*Total imports for the year ended June 30, 1898.*

Quarter ended—	
September 30, 1897 .....	\$317,079
December 31, 1897 .....	642,627
March 31, 1898 .....	966,091
June 30, 1898 .....	710,043
Total .....	3,135,840

This shows an increase over the preceding year of 30½ per cent.

*Total imports for the year ended June 30, 1899.*

Quarter ended—	
September 30, 1898 .....	\$1,021,209
December 31, 1898 .....	779,239
March 31, 1899 .....	1,091,625
June 30, 1899 .....	991,732
Total .....	3,883,805

This shows an increase over the preceding year of about 25 per cent.

*Total imports from the United States for the year ended June 30, 1898.*

Quarter ended—	
September 30, 1897 .....	\$376,307
December 31, 1897 .....	366,752
March 31, 1898 .....	529,219
June 30, 1898 .....	532,646
Total .....	1,804,923

These figures indicate an increase over the preceding year of \$415,607, or 30 per cent.

*Total imports from the United States for the year ended June 30, 1899.*

Quarter ended—	
September 30, 1898 .....	\$488, 210
December 31, 1898 .....	454, 585
March 31, 1899 .....	639, 954
June 30, 1899 .....	702, 714
Total .....	2, 285, 463

The above shows an increase over the preceding year of \$480,540, or about 30 per cent.

*Total exports to the United States, as shown by consular records of the district, for the year ended June 30, 1898.*

Quarter ended—	
September 30, 1897 .....	\$68, 189. 49
December 31, 1897 .....	71, 524. 00
March 31, 1898 .....	46, 464. 05
June 30, 1898 .....	97, 582. 75
Total .....	283, 751. 29

The above represents a decrease from preceding year of \$162,328.22, or 86 per cent.

*Total exports from this consular district, as shown by consular records, for the year ended June 30, 1899.*

Quarter ended—	
September 30, 1898 .....	\$95, 072. 09
December 31, 1898 .....	64, 078. 02
March 31, 1899 .....	65, 956. 75
June 30, 1899 .....	84, 144. 52
Total .....	309, 251. 38

This shows an increase over the preceding year of \$25,500.09, or about 10 per cent.

HENRY S. CULVER, *Consul.*

LONDON, *October 23, 1899.*

### MORRISBURG.

In reply to circular of the State Department of July 10, 1899, I would state that this district has always been regarded as embracing the towns of Morrisburg, containing about 2,400 inhabitants; Mariatown, population about 500; Iroquois, population 1,200; Aultsville, population 1,500; Wales, population 1,200; Friars Point, population about 500; Milleroches, population about 800 (where a large stone quarry is located); Cornwall, with its two adjoining towns, 12,000; Summertown, 300 or 400; Lancaster, about 600; also Bainsville and the counties of Dundas, Stormont, and Glengarry, which embraces South Mountain, Chesterville, and Winchester, and other small hamlets. All towns over 5,000 are called cities; between 3,000 and 5,000, towns; between 1,000 and 3,000, villages, and under 1,000, hamlets.

Morrisburg is well laid out, and the residences are handsome. Rents and living are cheap. There are two newspapers, a public library, a reeve, and four councilmen. The stores are filled with the best the market affords. At one time there was shipped from this point \$190,000 worth of eggs alone. Now, not an egg is exported from this

district. The chief exports are raw hides, mutton, lambs, beef, and poultry.

The only new railroad that has come into operation in this district is the line from Ottawa to New York. This is in running condition to Cornwall. Had it not been for the accident on the New York side (the pier giving way and causing the death of 30 workmen) it would have been open to New York by the 1st of June, 1898. It is now believed that the road will be in full operation between the two points in the next four months. The cause of the sinking of the pier was that the engineers did not dig sufficiently deep. They imagined a very hard crust to be the bottom, whereas it was only 5 or 6 feet in thickness and beneath it was a deep layer of soft earth before the solid rock was reached. To prevent such accidents they have now built a cofferdam on the bottom after test, and, the weather being propitious, have handled the work with great rapidity.

The time by this road will be from one to one and one-half hours shorter than the Montreal route. The road will form an important factor in the lumber trade between the United States and Ottawa district, the headquarters of the lumber trade of Canada.

Another important achievement has been the deepening and widening of the canals within the three counties of this district (Stormont, Dundas, and Glengarry). The work has been pushed rapidly and will in all probability be completed this summer, so that with the opening of navigation next spring, there will be a channel of from 14 to 18 feet from the sea to the Great Lakes by the St. Lawrence route. This must have an important influence on the grain trade with the States. The principal industry of this district is that of dairying, which has been more flourishing than ever before, though the prices are much higher. Nearly all of these exports—90 per cent—go to England.

Exports in all lines to the United States have greatly fallen off. The principal imports from the United States consist of raw cotton, fruits from the South, tobacco, cigars, carpets, and material for manufacturing cotton goods, and especially of agricultural implements. A large quantity of the latter is imported from Chicago. The official reports of trade for the first six months of this year are not yet published, but I have obtained the statistics of trade at Morrisburg for the year ended the 30th of June last from the collector of customs here:

Imports (dutiable) from the United States .....	\$25, 907
Free goods.....	20, 062
Total .....	45, 969

From Cornwall the statement is anything but full. Exports to United States were \$9,943. Imports from Great Britain were \$2,523; exports to Great Britain, \$5,663.

Cornwall is steadily growing; there are good streets, a fine car service, three large woolen mills, one huge paper mill, one pottery, two or three rolling mills, all kinds of lights, two hospitals, and good hotels; in short, it is a thriving city. It has daily connection by boat with Montreal and by train with Ottawa, Massina Springs, and Stanley Islands. However, there is less wealth than in Morrisburg. Morrisburg has the advantage that the river is open all the year, the current being so swift that ice can not form.

The preference of 25 per cent in the tariff in favor of Great Britain was expected to increase the imports from that country, but it does not seem to have had much effect as yet. The raw materials for manu-

facturing must come from the United States, and in certain lines of manufacture, such as agricultural implements, carriages, boots and shoes, matches, clocks, improved brass machinery, etc., the United States will be sure to retain the preeminence, as the British articles are not so well made or adapted to this country.

The country around Morrisburg produces more than the people can sell, and produces what the people in St. Lawrence County want, viz, horses, milch cows, hogs, poultry, eggs, etc. They ship all this produce to England.

The county of Dundas is one of the best producing counties in this Dominion, and the farmer has been more than successful this year, excepting in the fruit crop, which has fallen behind more than one-third. The towns, cities, villages, and even hamlets are adopting the American idea and offering inducements to all kinds of manufacturers to establish within their limits. They generally make an offer of ground and from \$20,000 to \$50,000 cash. Morrisburg is now negotiating with plow and agricultural works. The council of Morrisburg has, within the last thirty days, purchased the gravel road extending to Winchester, 18 miles, for \$4,000.

JOHN E. HAMILTON,  
*Commercial Agent.*

MORRISBURG, *November 1, 1899.*

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#### SUPPLEMENTARY.

From ten to twelve commercial travelers visit this place daily. All the hotels have large sample rooms, and they are seldom empty. They unload their trunks and display goods to merchants of this and smaller towns. These commercial travelers have often said to me: "Why don't Americans come in and compete? Your cotton goods, brass fixtures, carpets, etc., bicycles, line of drugs, boots and shoes, and a great many other articles far surpass ours, and any of us would be glad to handle your goods." I feel confident that a good live man would obtain a large number of orders for agricultural and mechanical articles. I was recently requested by an iron firm to get a piece of machinery which they said could not be bought in Canada and if in stock would cost about \$8.40 per dozen. I purchased what these parties wanted at \$4.80. A bid on some brass finishing was made by a firm here, and a Toledo firm wanted so much, delivered at their store in Toronto. I happened to be present with a Boston catalogue, and the firm got the brass finishing from the Boston house, delivered at their store in Morrisburg, at less than 25 per cent of the Toledo bid. The article was in every respect better and more highly finished.

JOHN E. HAMILTON,  
*Commercial Agent.*

MORRISBURG, *November 2, 1899.*

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#### PORT HOPE.

The changes in this consular district during the year ended June 30, 1899, have been very slight. The wave of prosperity existing in the United States, less than 50 miles to the south, is not in evidence here.

Minor improvements in dwellings and places of business have been general, which may be the advance movement for more extensive work next year. Numerous projects have collapsed. The electric street railway in the city of Peterboro has been forced to suspend operations for lack of patronage. In fact, all through this district the larger towns are at most "holding their own."

The farming lands are generally fine, and the farmers seem to be a prosperous people. Neat dwelling houses and numerous large barns are seen in all directions, but the tendency seems to be for the old folks, after accumulating a competency, to buy a comfortable home in the larger towns and locate there as "retired farmers," the sons or daughters remaining on the farm. This class of people make additions to a town in numbers only. The frugality learned and practiced on the farm still exists, the hard-earned dollars are deposited in the banks, drawing but 3 per cent interest, and it is only in very rare instances that this money goes to bolster up an existing industry or to assist a new one in locating. In this town, consisting of about 5,000 inhabitants, the three banking institutions have on deposit more than \$2,000,000, considerably more than one-half being credited to these tillers of the soil.

#### STEAMER LINES.

In former reports, allusion has been made to Canadian steamer lines, and there is here a strong argument for the establishment of American shipping. The two regular lines touching here are the Richelieu and Ontario and the Bay of Quinte navigation companies. This season the former company has changed from a daily line, along the north shore of Lake Ontario, to a tri-weekly, placing its steamer *The City of Toronto* on a new line, touching at Charlotte, N. Y., the port of Rochester, each way on her trips between Toronto and the St. Lawrence River. By doing this it has captured an immense American travel.

The other line, between Charlotte and the Canadian towns, Port Hope and Cobourg, is daily, and a round-trip excursion ticket is sold from the American side for \$1. This induces thousands to make the trip, most of them stopping at Cobourg, where they have two hours between boats, and naturally pay out more or less cash. To get to the American side costs \$2, and to remain over till the next boat \$1.50 more, the result being that while American money is liberally paid out in Canada, no Canadian money replaces it. Canadian boats, having a monopoly of the business, are run in the interest of Canadian and against American towns. This would not be the case if American boats were placed on these lines. There are thousands of dollars in this vicinity that would be transferred to Rochester and other places, if an opportunity were given the people to get there. For two years, not an American vessel has touched at this port.

#### SUMMER VISITORS.

Summer visitors from the United States to this section are increasing each year. Many are buying house lots, on which they will build. These are about the only parties putting up houses in the district.

## IMPORTS.

A comparison of total imports for the fiscal years of 1898 and 1899, furnished by the collector of customs at this port, shows a large falling off in the latter year, chiefly in cordage, coal, and coal oil. Why the two latter should show a loss the collector is unable to explain, though he says the importation of coal oil began to diminish immediately after the Standard Oil Company of the United States purchased the Canadian oil fields. The loss on cordage is owing to removal of the factory.

The goods imported free of duty are in most cases from the United States, while two-thirds of the dutiable articles are from Great Britain, consisting mostly of dry goods.

The following shows the imports, by quarters, for the years mentioned above:

Quarter ending—	Dutiable.	Duty.	Free.
September, 1897 .....	\$11,032	\$4,100	\$29,225
December, 1897 .....	8,782	4,393	19,856
March, 1898 .....	12,301	4,119	15,183
June, 1898 .....	8,378	2,602	49,968
Total .....	40,493	15,214	114,234
September, 1898 .....	10,451	3,129	17,806
December, 1898 .....	6,537	2,015	12,733
March, 1899 .....	9,736	2,661	20,764
June, 1899 .....	6,830	2,196	28,810
Total .....	33,554	10,020	80,115
Losses .....	6,989	5,194	84,119

HARRY P. DILL,  
*Commercial Agent.*

PORT HOPE, *October 30, 1899.*

ST. THOMAS.<sup>1</sup>

As stated in my last report on commerce and industries, this district, with a population of about 180,000, is practically an agricultural one, there being very little manufacturing of any character.

The exports from the district to the United States comprise principally animals, staves, bran, cattle, and household goods. To Great Britain, animals and animal products, flour, and wheat are sent.

## EXPORTS.

The exports to the United States, as per records of this consulate, for the calendar year 1898 and the first six months of 1899 were:

Year ended December 31, 1898 .....	\$236,971.66
For the six months of 1899 ended June 30 .....	108,922.32

From Courtright agency, same periods:

Year ended December 31, 1898 .....	\$29,402.32
For the six months of 1899 ended June 30 .....	4,680.14

<sup>1</sup> In reply to circular of July 10, 1899.

The value of exports to Great Britain and other countries for the same periods, according to unclassified information furnished by the collector of customs for the district, was:

Period.	Great Britain.	Other countries, excepting the United States.
Year ended December 31, 1898 .....	\$536,650	\$51,458
Six months ended June 30, 1899 .....	152,265	50,343

The value of imports, unclassified, into this district for the year 1898 and the first six months of 1899, as furnished by the collector of customs for this district, were:

Period.	United States.		Great Britain.	Other countries.
	Dutiable.	Free.		
Quarter ended—				
March 31, 1898 .....	\$78,417	\$44,584	\$14,496	\$2,557
June 30, 1898 .....	80,314	44,745	2,918	2,698
September 30, 1898 .....	78,289	62,612	12,487	8,141
December 31, 1898 .....	58,783	43,963	3,563	3,381
Total .....	290,803	195,854	33,464	16,777
For six months—				
March 31, 1899 .....	61,655	56,574	8,275	8,594
June 30, 1899 .....	110,076	106,392	4,704	.....
Total .....	171,731	164,966	12,979	8,594

As evident from the above figures, while the exports from this district to Great Britain were considerably more than double the value of those to the United States, the dutiable imports from the United States were nearly ten times as large as those from Great Britain, in spite of the preferential tariff on imports from the latter—a noteworthy showing for our exports.

#### UNITED STATES TRADE.

American goods are holding their own in this district, and in some lines are steadily gaining in favor. For instance, shoes, fine cutlery, bicycles, cotton goods, gingham and prints, millinery, laces, cloaks, capes and jackets, hats and caps, ready-made men and boys' clothing, glassware, chinaware and crockery, granite ware, kitchen notions, soaps, toilet articles, perfumes, extracts of beef and canned goods in general, fine bric-a-brac, wall paper, moldings, carpets, matting, fine furniture, iron bedsteads, sewing machines, oils, paints, varnish, agricultural implements, and machinery.

A modification of the present Canadian tariff would give a great impetus to exports from the United States to this country. On the other hand, it is asserted by many producers that our tariff, particularly on animals, poultry, and other agricultural products, bars them, to a large extent, from our markets. There is consequently a strong sentiment for a revision of the tariff on a basis of reciprocity.



## ECONOMIC CONDITIONS.

Aside from agricultural pursuits, there is little inducement for immigration to this district other than that offered by the railroad service. In fact, the great majority of young men after graduating from college find it necessary to emigrate to the United States in order to get a start in life for themselves. The professions here are already glutted with practitioners, and in the absence of other vocations, such as are to be found in the diversified industries in the United States, not only do graduates in law, medicine, surgery, dentistry, and engineering quickly migrate to that country, but it is a noteworthy fact that the great majority of skilled mechanics who immigrate from European countries into Canada, as well as native-born artisans, soon seek the wider and more lucrative fields to be found across the border. It is true that there are millions of acres of rich agricultural land in Ontario and other provinces waiting preemption and settlement, but the effort involved in reducing the primeval forest to cultivable land does not appeal strongly to the average young Canadian, freshly graduated from the really excellent schools and colleges. Canada has been steadily losing to the United States the very flower of her young men and women, and she is placed in the somewhat anomalous position of drumming up colonizing recruits, such as the Doukhobors, who, although a thrifty pastoral people, neither speak nor write the English language.

## DEVELOPMENT OF ONTARIO.

In this connection, I deem it proper to mention that the Ontario Government has just been reorganized and has announced a decidedly progressive policy for the development of the latent resources of the province. Of the 140,000,000 acres of land in Ontario, but 12,000,000 are under cultivation. Premier George W. Ross states that there are 1,000,000 Canadians in the United States. Of these, the greater number came from Ontario. The people of Ontario, he says, owe it to themselves to make reasonable provision for the settlement of their sons within their own province. There is lying north of the Canadian Pacific Railway, up toward Hudson Bay, 100,000,000 acres of land that have not been surveyed or explored. A survey is to be made with a view to opening up this country, which beyond question possesses great timber wealth, and it is believed minerals also will be found there. It is proposed to build colonization roads into this country, and extensive land grants to railways are advocated. Three million acres of swamp lands are to be reclaimed by drainage, converting them into the best meadow lands in the province.

Maintaining that the broad foundation of the wealth of this country resides in its loamy farms and its skilled agriculturists, the premier proposes increased expenditures by the department of agriculture for the educational work carried on through farmers' institutes, county fairs, dairy schools, and agricultural colleges. The efficacy of such methods employed in Belgium, Denmark, and other countries of Europe is cited in support of the wisdom of this policy which has, to a limited extent, prevailed in Ontario during the past few years, and the results of which have been gratifying. For example, in the two items of butter and cheese alone, the exports have greatly increased during the past decade.

Exports.	1888.	1898.
	<i>Pounds.</i>	<i>Pounds.</i>
Butter .....	4, 415, 881	11, 258, 787
Cheese .....	84, 163, 267	196, 708, 723

It is claimed that the exports of cheese from Canada to Great Britain last year were four times greater than were those from the United States, and that the gain is attributable to the greater skill of the Canadian in producing a superior article, free from adulteration.

Cold-storage stations, such as are in use in Australia for the collection and storage of agricultural produce, are also projected by the Government. At certain seasons poultry, butter, fruit, etc., are a glut on the market, and as a consequence are sold at half their value. By the cold-storage process, these products could be held for an indefinite period and marketed at a profit. In like manner, the chilled-meat trade is to receive the thoughtful consideration of the government. To illustrate the growth and magnitude of this trade from other colonies, in 1880 the exports of chilled mutton from Australia to Great Britain were 400 carcasses; in 1897, 1,394,500 carcasses were shipped from Australia, 2,696,000 carcasses from New Zealand, and 2,680,000 carcasses from the Argentine Republic. An aggregate of 6,770,500 carcasses of mutton by cold storage were shipped via the Suez Canal and the heated Mediterranean and landed in Liverpool and London in perfect preservation. There were also 77,000,000 pounds of fresh beef sent in the same way. Canada has enormous resources capable of development in this trade, and the Ontario government purposes taking the initiative in the matter. The government will also undertake to bring about a reduction of freight rates on agricultural produce, as well as the establishment of fast express trains to the seaboard, to connect with efficient cold-storage service to the English markets.

Last year, England bought in Canada but \$62,125,056, or 7½ per cent, of the \$855,987,300 of imports from all countries. The other 92½ per cent she bought in the United States and elsewhere.

Native industries are to be encouraged. The policy of the government is to require all logs cut on government lands to be manufactured into lumber in the province; an order in council has been passed, imposing an export duty on nickel ore and nickel matte. The establishment of more woolen mills, flour mills, and the manufacture of nickel, copper, and iron ore into the finished article are means suggested for the employment of a large portion of the people of the province. Of those who have emigrated to the United States, Mr. Ross, said recently:

They left Ontario, not because they disliked the government or the country, but because they could get better employment or better wages in the United States. We want to remedy this. We want to take all our lumber, copper, nickel, all our mineral wealth, and all our raw material and see if we can not in some way or other encourage the manufacturing industries in the Province of Ontario. What has built up Sheffield, Manchester, Leeds? Was it not the merchant marine of England which traversed the whole globe, gathered the raw materials, brought them to England, where the skill of English artisans made them into goods which commanded the approval of the whole world?

Continuing, Mr. Ross said Canada surely had intelligence enough to convert her own raw material into the finished article.

To sum it up briefly, the government is determined to inaugurate a vigorous internal development, and to concentrate its efforts on enlarging the export trade with the mother country. However, a liberal give-and-take policy between the United States and Canada would satisfy a larger proportion of the people, so far as I can judge from individual expression on the subject.

## WAGES.

As above stated, the chief employment in this district, aside from agriculture, is in the railroad service. The population of this city, approximating 12,000, has fully 5,600 directly dependent upon the railroads for maintenance. The average compensation paid in the various departments is as follows:

<b>Conductors:</b>		
Passenger .....	per month..	\$110. 00
Freight .....	do.....	75. 00
Accommodation trains .....	do.....	83. 30
<b>Baggagemen:</b>		
Train .....	do.....	60. 00
On branch trains .....	do.....	55. 00
<b>Brakemen:</b>		
Freight .....	do.....	55. 00
Branches .....	do.....	45. 00
Yard conductors .....	do.....	60. 00
Yard brakemen .....	do.....	51. 00
Yard switchmen .....	do.....	45. 00
<b>Yardmaster:</b>		
Day .....	do.....	85. 00
Night .....	do.....	75. 00
Train dispatchers .....	do.....	110. 00
Telegraph operators .....	do.....	\$40. 00 to 50. 00
Freight agents .....	do.....	40. 00 to 60. 00
Engineers .....	do.....	75. 00 to 100. 00
Firemen .....	do.....	60. 00
Freight handlers .....	do.....	35. 00
Trackmen .....	per day..	1. 10
Machinists .....	per hour..	. 19

## IN CAR SHOPS.

Carpenters .....	per hour..	\$0. 18
Coach builders .....	do.....	. 18
Truckmen .....	do.....	\$0. 17 to . 18
Freight-car carpenters .....	do.....	. 18
Laborers .....	do.....	. 12½
Upholsterers .....	do.....	\$0. 17 to . 21
Tinsmiths .....	do.....	. 17 to . 19
Painters, according to ability .....	do.....	. 12 to . 18
Helpers .....	per day..	. 80 to 1. 25
Blacksmiths .....	per hour..	. 17½ to . 18½
Bolt makers .....	do.....	. 17
Car repairers .....	do.....	. 16½ to . 18½
Inspectors .....	do.....	. 14½ to . 15
Oilers .....	do.....	. 14

## IN OTHER TRADES.

Carpenters .....	per day..	2. 00
Bricklayers .....	do.....	2. 75
Plasterers .....	do.....	3. 00
Stonemasons .....	do.....	2. 75
Laborers .....	do.....	1. 25 to 1. 50
Farm laborers, with board .....	per month..	20. 00
Clerks in retail stores .....	per week..	2. 50 to 9. 00

## COST OF LIVING.

The cost of living here is slightly greater than in American towns of the same size. Houses without gas or water, bathroom or closet, range from \$10 for four or five rooms to \$23 for seven or eight rooms. Houses with modern improvements, such as furnace, gas, and water, bathroom and closet, range from \$16 for four or five rooms up to \$40 for ten-rooms. Compared with American towns of the same size there is a great dearth of modern houses.

Subsistence costs more here than in the city of Chicago. The retail prices range as follows:

Apples .....	per barrel..	\$1. 25 to \$1. 50
Eggs .....	per dozen..	.22
Butter .....	per pound..	.20 to .22
Cheese .....	do.....	.15
Potatoes .....	per bag.....	.65 to .75
Flour .....	per hundred weight..	1. 90 to 2. 00
Turnips .....	per bushel..	.40 to .50
Parsnips .....	per peck.....	.25
Cabbage .....	per dozen..	.60 to .70
Beans, canned .....	do.....	.10
Corn, canned .....	do.....	.10
Tomatoes, canned .....	do.....	.10
Pease, canned .....	do.....	.10
Carrots .....	per peck.....	.15 to .20
Beef, roast .....	per pound..	.10
Beefsteak:		
Round .....	do.....	.10
Sirloin .....	do.....	.11
Tenderloin and porterhouse .....	do.....	.12½
Pork:		
Tenderloin .....	do.....	.15
In carcass .....	do.....	.07
Hams .....	do.....	.12½ to .15
Breakfast bacon .....	do.....	.14 to .15
Veal .....	do.....	.12½
Chickens .....	per pair..	.50 to .60
Geese .....	each.....	.60 to .75
Ducks .....	do.....	.40
Turkeys .....	per pound..	.10
Tea .....	do.....	.35 to 1. 00
Coffee .....	do.....	.25 to .40
Wood:		
Soft, short stove .....	per cord..	1. 75
Hard, short stove .....	do.....	2. 00
Cord wood, long .....	do.....	4. 00 to 4. 50
Coal:		
Soft .....	per ton..	5. 00
Anthracite .....	do.....	6. 50
Cannel .....	do.....	6. 50
Coke .....	do.....	6. 00
Gas .....	per thousand..	2. 00

Frequent individual inquiry has suggested the compilation of the data in regard to wages and the cost of living.

M. J. BURKE, *Consul*.

ST. THOMAS, *December 28, 1899.*

*Declared value of exports from St. Thomas, Ontario, to the United States during year ended December 31, 1898.*

Articles.	Quarter ending—				Total.
	Mar. 31.	June 30.	Sept. 30.	Dec. 31.	
Apples.....			\$338.00	\$387.00	\$1,170.00
Bran.....	\$3,228.50	\$5,069.75	5,442.00	3,923.25	17,663.50
Cattle.....	1,498.00	21,347.00	15,154.00	6,892.00	44,891.00
Calves.....				324.00	324.00
Chickens.....			600.00		600.00
Flax.....		3,558.25			3,558.25
Fish, fresh.....		138.00			138.00
Hay.....				130.38	130.38
Horses.....	590.00		1,290.00	365.00	2,245.00
Household goods.....	8,786.00	4,523.50	4,350.00	2,315.00	19,973.50
Iron, scrap.....		150.69			150.69
Lambs.....	1,416.00		9,959.15	69,791.85	81,166.00
Lumber.....			1,924.09		1,924.09
Returned goods.....	4,129.50		361.29	972.41	5,463.20
Staves.....	1,702.18	18,216.12	25,958.25	10,920.20	56,796.71
Swine.....			15.00		15.00
Timber, ship.....		852.00			852.00
Trucks, car.....		323.00			323.00
All other articles.....	473.80	8.00		116.54	598.34
Total.....	21,821.00	53,675.31	65,386.79	96,087.68	236,971.66

FROM COURTRIGHT AGENCY, SAME PERIOD.

Bolts.....		\$112.00			\$112.00
Cattle.....	\$1,400.00				1,400.00
Logs.....		360.00		\$388.00	748.00
Lumber.....	876.00	723.00	\$12,190.00	4,622.87	18,416.87
Staves.....		2,706.70	3,573.89	2,800.86	8,581.45
Twine.....			144.00		144.00
Total.....	2,276.00	3,906.70	15,907.89	7,311.73	29,402.32

*Declared value of exports from St. Thomas, Ontario, to the United States during first six months of the year 1899.*

Articles.	Quarter ending—		Total.
	March 31.	June 30.	
Apples.....	\$412.50		\$412.50
Bran.....	370.50	\$920.00	1,290.50
Cattle.....	6,114.00	8,205.00	14,319.00
Calves.....	1,880.00	10,569.75	12,449.75
Fish, fresh.....		596.52	596.52
Hay.....	136.50		136.50
Horses.....		525.00	525.00
Household goods.....	2,882.25	3,200.00	6,082.25
Iron, scrap.....		150.00	150.00
Lambs.....	5,967.50		5,967.50
Returned goods.....		25,798.98	25,798.98
Shovel, friction.....		5,500.00	5,500.00
Stallion.....	700.00		700.00
Staves.....	3,863.31	29,466.78	33,330.09
Steel, scrap.....		837.46	837.46
Timber, ship.....		160.00	160.00
All other goods.....	666.29		666.29
Total.....	22,992.85	35,929.47	108,922.32

FROM COURTRIGHT AGENCY, SAME PERIOD.

Horses.....		\$180.00	\$180.00
Lumber.....		336.80	336.80
Potash.....		185.60	185.60
Staves.....	\$384.50	3,478.74	3,863.24
Shoes.....		114.50	114.50
Total.....	384.50	4,295.64	4,680.14

SAULT STE. MARIE.<sup>1</sup>

The following figures show the value of the exports from this district to the United States for the fiscal years ended June 30, as indicated:

Articles.	1897.	1898.	1899.
Logs and timber.....	\$1,286,822.31	\$1,505,116.59	\$655,774.45
Lumber, lath, and shingles.....	665,890.65	190,263.14	279,721.15
Fish.....	44,676.61	36,735.69	27,060.09
Pulp wood.....	179,364.76	181,429.75	155,554.00
Pulp (ground wood).....	84,814.38	102,437.19	146,694.18
All others.....	81,865.60	63,080.67	37,289.09
Total.....	2,842,433.30	2,078,704.03	1,801,093.96

The falling off in 1898 was chiefly in lumber, caused by the additional duty imposed; and that of 1899 is chiefly in logs, during the last half of the year, after the embargo was placed on their export by the Provincial government.

It was expected that stopping the shipment of logs to the States would stimulate the cutting of lumber by the mills of the Province, and that there would be a large cut of logs by the owners of mills there, but during the last winter this did not prove to be the case in this part of the Province. Logs must be cut and got out during the winter and spring for the summer's cut of lumber, and the log cut of last winter along the Sault Ste. Marie River and along Georgian Bay by mill owners was, I think, not over 10 per cent of that of former years. It is not easy to account for this, but probably the withdrawal of the logging outfits by mill owners in the United States has caused distrust of future conditions. There is now a strong demand for lumber, but mills here having cut few logs last winter, there is little lumber to sell. It is thought that this will cause a large cut the coming winter.

Through the courtesy of the Dominion collector of customs here, I am enabled to give the following as the imports into this district from the United States for the fiscal years indicated:

Year.	Dutiable.	Free.	Total.
1898.....	\$155,178	\$152,349	\$307,527
1899.....	160,112	123,785	283,297

This shows an increase of dutiable goods imported of \$4,934, and a decrease of free goods of \$28,564.

Iron and the manufactures of iron form the largest item of import; next come coal, salted meats, and kerosene, in the order named.

<sup>1</sup> In reply to circular of July 10, 1899.

The following figures, taken from the Eighth Report of the Bureau of Mines, show the products of the mines in the Province for the years indicated:

Articles.	1896.	1897.	1898.
Pig Iron .....	\$358, 780	\$288, 128	\$590, 798
Nickel .....	857, 000	359, 661	514, 220
Copper .....	180, 660	200, 067	268, 180
Gold .....	121, 848	190, 244	275, 078
Cement .....	182, 580	246, 425	876, 818
Petroleum, distilled product .....	882, 187	1, 777, 759	1, 870, 584

The products of the forest and mines will continue to be, as they are now, the principal source of industries for a number of years to come. Only a portion of the pine for saw logs and the spruce for pulp wood has been cut, along streams where it can be easily floated down to the mills. A very large area that is not convenient to the streams is still primeval forest.

The country generally is hilly and rocky, and is settled only along the waters of the lakes and lines of railways; the balance of the territory of the district is a vast wilderness, with large possibilities for the future.

Farming interests of the region are comparatively small, and are confined to settlements along the water fronts and some parts of the railways.

The mining industries of the district are quite active. Nickel is the principal ore mined at present, but since the rise in price of copper and iron more attention has been paid to them, with the result that a number of copper mines and prospects that have lain dormant for years, as well as new finds, are being developed and promise large returns. Iron mines are also being exploited, and some show a probability of large yields in the near future.

The ore-bearing district extends from Sudbury on the east to Michipicoton on the west, a distance of over 175 miles. Outcroppings of minerals are found along this entire distance, which show nickel, iron, copper, and some gold and silver, and it is thought that the present activity will develop a number of valuable mines. A firm here has advertisements out calling for bids for the erection of large smelting works for the treatment of these various ores.

Over 50 per cent of this development is, I think, being done by citizens of the United States.

GEO. W. SHOTTS,  
*Commercial Agent.*

SAULT STE. MARIE, *September 29, 1899.*

#### AGRICULTURAL INDUSTRIES OF ONTARIO.

The Annual Report of the Bureau of Industries for the Province of Ontario, parts 1, 2, and 3, "Agricultural statistics," and part 4, "Chattel mortgages," for the year 1898, recently published, shows the crops of

the year, and the average as compared with the last seventeen years, as follows:

Articles.	Total.	Average per acre.	Average for last 17 years.
Fall wheat.....bushels..	18,442,511	24.0	20.0
Spring wheat.....do....	7,259,297	17.7	15.8
Rye.....do....	2,673,234	16.2	16.2
Pease.....do....	13,521,268	15.6	19.6
Buckwheat.....do....	2,373,645	15.8	19.5
Beans.....do....	759,657	16.8	17.4
Barley.....do....	12,638,668	28.9	25.8
Oats.....do....	86,858,298	36.6	34.5
Potatoes.....do....	14,358,625	84.0	115.0
Mangel-wurzels.....do....	21,967,564	485.0	443.0
Carrots.....do....	4,313,861	347.0	353.0
Turnips.....do....	64,727,822	427.0	426.0
Tobacco.....pounds..	10,580,590	1,354	.....
Butter.....do....	a 9,008,992	.....	.....
Cheese.....do....	b 123,116,924	.....	.....
Wool clip.....do....	c 5,104,686	.....	\$5.60

a Value, \$1,632,234.

b Value, \$8,417,585.

c Value per fleece \$5.90; average for seventeen years \$560.

It appears that it took 23.99 pounds of milk to make 1 pound of butter, and 10.73 pounds to make 1 pound of cheese, and that only 2,707,570 pounds of butter and 86,166,924 pounds of cheese were made in 1893.

The number of live stock in the Province in 1898 was: Horses, 611,241; hogs, 1,640,787; sheep, 1,677,014.

The value of farm property of all kinds in 1898, as compared with 1888, is shown as follows:

Year.	Farm lands.	Implements.	Buildings.	Live stock.	Total.
1898.....	\$566,246,569	\$52,977,282	\$210,054,396	\$108,744,228	\$928,022,420
1888.....	640,480,801	49,754,832	188,298,226	102,839,235	981,368,094
Loss in ten years.....	.....	.....	.....	.....	58,346,674

The market price of farm products, taken from twenty-eight different markets during the selling season of each product, is given as follows:

Wheat, 69.4; barley, 38; oats, 25.8; rye, 43.5; pease, 52.2; buckwheat, 38.2; beans, 70; potatoes, 44.1 cents each, per bushel; hay, per ton, \$6.22; wool, per pound, 16.6 cents.

The average price of farm wages for 1898 is stated at \$148 per year with board, and at \$246 without board; or, during the working season only, at \$15.30 per month with board and \$25.44 without board.

Chattel mortgages of the Province in 1898 are given at \$12,282,217, as against \$13,382,195 in 1897 and \$7,491,908 in 1889. Of these, \$3,580,497 are given by farmers in 1898, as against \$3,933,600 in 1897.

GEO. W. SHOTTS,  
Commercial Agent.

SAULT STE. MARIE, *January 3, 1900.*



## STRATFORD.

In obedience to circular of July 10, 1899, I submit the following report:

The city of Stratford, where this inland consulate is located, is the county seat of Perth County. The jurisdiction of the consulate also includes part of the counties of Oxford and Waterloo. These three counties are undoubtedly in the best agricultural district in Ontario. They contain an almost inexhaustibly rich soil, from which splendid crops are raised. The farms are well tilled, have good buildings, and 90 per cent of them are owned by the farmer who resides thereon. The surplus farm products—wheat, barley, oats, cheese, flax, apples, and live animals—are exported to England and the United States. Prior to the tariff law of 1897 most of these products went to the United States, but the change in the duty has now shut out practically all but flax and live animals. For example, when eggs were on the free list, at certain seasons of the year a train load of ten cars filled with eggs was shipped to New York weekly from this consulate. Now, not an egg crosses the border.

Stratford contains many handsome up-to-date places of business. The merchants are enterprising and display remarkably fine goods for a town of 12,000 population. The principal articles sold by them that come from the United States are cotton goods, hardware, glass, paper, books, hats, rubber goods, drugs, jewelry, wooden ware, sugar, fruit, brushes, plated ware, leather, tobacco, carpets, granite, coal, and rice. Goods imported from Great Britain include carpets, woolen goods, oilcloth, wall paper, velvet and velveteens, gloves, hardware, cutlery, iron, spices, dress goods, ribbons, silks, paints, and tea.

The Canadian customs-house or port of entry for Stratford also covers the subdistricts of Mitchell, St. Marys, Listowell, and Milverton. Through the courtesy of the collector of the port I learn that during the year 1898 the importations were:

	From the United States.	From other countries.
Dutiable .....	\$165,267	\$74,171
Free .....	475,464	45,387
Total .....	642,751	119,558

For the first half year of 1899, the imports were:

	From the United States.	From other countries.
Dutiable .....	\$125,521	\$46,821
Free .....	266,112	31,561
Total .....	391,633	78,382

The statistics of the office also show that goods were exported from this port during the year 1898 to the United States to the value of \$365,836, and to other countries, \$1,539,152.

During the six months from January to July of the present year, exports to the United States were valued at \$145,524; to other coun-

tries, \$781,058. The exports to the United States from this consular district for the year 1898 were:

Apples.....	\$3,634.10	Flax.....	\$50,897.81
Bones.....	274.00	Lambs.....	3,390.50
Bran.....	5,461.25	All others.....	2,618.17
Breeding animals.....	2,235.00		
Cattle.....	16,385.50	Total.....	92,334.83
Emigrant effects.....	7,282.50		

For the six months ended June 30, 1899:

Barley.....	\$4,725.50	Lambs.....	\$1,155.50
Bones.....	277.47	Returned American goods...	1,257.63
Breeding animals.....	65.00	Staves.....	2,480.05
Cattle.....	7,891.50	All others.....	380.45
Emigrant effects.....	4,873.96		
Flax.....	39,339.58	Total.....	62,646.63

This is an increase of \$11,981.32 over the export for the first half of 1898. Comparing the first six months of 1898 and first six months of 1899, the importations from the United States show an increase of \$61,011.

A. G. SEYFERT, *Consul*.

STRATFORD, *September 27, 1899.*

## PRINCE EDWARD ISLAND.

### CHARLOTTETOWN.

The imports and exports for the Province of Prince Edward Island for the fiscal year ending June 30, 1898, were: Imports \$486,681; exports, \$1,389,674. Imports from the United States, \$108,443; exports to the United States, \$449,838.

It is impossible to give the correct values of merchandise coming from the United States into this Province, as large importations are made at Montreal and other Canadian ports and sold here.

There are no particular changes since the date of my last report, with the exception of licenses for commercial travelers. At the last session of the provincial legislature the tax was raised from \$15 to \$20. This keeps many commercial men from the Province.

I would again urge our manufacturers and wholesale dealers to work the Province of Prince Edward Island more thoroughly, either by commercial travelers or by resident agents, as is done by some London firms.

The following goods will find sale: Hardware, farm implements, phosphates, bicycles, carriages, photographic supplies, glassware, hats and caps, millinery goods, and many lines of dry goods, with the exception of dress goods, which are imported from London. United States articles are considered the best in most branches of trade.

DELMAR J. VAIL, *Consul*.

CHARLOTTETOWN, *July 20, 1899.*

## QUEBEC.

QUEBEC.<sup>1</sup>

*Statement of imports into this port from the United States in 1898, as compiled by W. E. Edge, of Her Majesty's customs.*

Animals, horses, horned cattle, sheep, and swine.....	\$811
Books, printed, etc., printed music, paper of all kinds.....	14, 035
Buttons, brushes, braces, combs, and collars.....	4, 752
Brass, manufactures of; copper, manufactures of.....	21, 009
Coal, anthracite, bituminous, and coke.....	141, 568
Candles and all other, including sperm.....	1, 208
Coffee, green and roasted; chicory, green and roasted.....	53
Cordage of all kinds.....	44, 419
Carriages, railway cars, bicycles.....	15, 245
Carpets, brussels, and tapestry of wool or cotton.....	866
Cottons, and manufactures of, bleached, denims, and printed, etc.....	46, 643
Cheese.....	143
Drugs, dyes, chemicals, patent medicines, etc.....	19, 558
Earthenware, brown, white, etc., and china.....	1, 440
Fancy goods, alabaster, beads, toys, laces, and embroidery.....	28, 851
Fish, fresh, salted, dry, preserved in oil, oysters, etc.....	3, 051
Flax, manufactures of, linen, brown, duck, and thread, etc.....	1, 062
Fruits, green and dried.....	7, 787
Furs, manufactures of, caps, hats, dressed and undressed.....	11, 998
Fire brick, bath, building brick, etc.....	1, 491
Glass, manufactures of, carboys, lamps, window glass, etc.....	9, 716
Gloves and mittens, of leather, kid, cotton, silk, and woollens.....	201
Gutta-percha, manufactures of, boots, clothing, etc., india rubber.....	8, 995
Grain of all kinds, indian corn, pease, beans, wheat, etc.....	55, 668
Hats, caps, and bonnets, beaver, etc., felt, and straw.....	2, 551
Hope.....	6, 783
Hides, raw, salted, dry, etc.....	107, 129
Parasols, umbrellas, of silk, etc.....	725
Iron, manufactures of; steel, manufactures of.....	81, 197
Sewing machines.....	7, 190
Pig iron, all other.....	6, 364
Railway bars or rails, fish plates.....	261
Cutlery.....	1, 773
Jewelry, watches, plated ware, gold, and silver, manufactures of.....	5, 274
Lead, and manufactures of, pig, bars, shot, etc.....	184
Leather, manufactures of, sole and upper leather.....	209, 926
Lard, pork, beef, bacon, and hams, all other meats.....	99, 604
Leaf tobacco, unmanufactured.....	22, 720
Lumber and timber.....	35, 819
Military stores, arms, munitions, etc.....	176
Musical instruments, pianos, organs, etc.....	1, 401
Molasses, sirups, etc.....	6, 415
Mustard, ground.....	197
Nets, seines, and twines.....	2, 704
Oils, mineral, vegetable, and fish.....	3, 526
Oilcloth for floors, oilcloth in piece.....	542
Rice.....	28
Seeds for agricultural purposes.....	75, 435
Salt, in bulk and bags.....	72
Silk, manufactures of, hosiery, and ribbons, and clothing, etc.....	2, 301
Spices, ground and unground.....	517
Spirits, brandy, gin, whisky, and rum.....	794
Sugar of all kinds, sugar candy.....	10, 101
Tea, black, green, and Japan.....	345
Tobacco and manufactures of, cigars, etc.....	608
Tin, manufactures of, tinware, etc.....	7, 644
Tin plates, tin in blocks, bars, etc.....	34

<sup>1</sup>In reply to circular of July 10, 1899.

Vinegar .....	\$87
Varnish and turpentine.....	172
Wines of all kinds, except sparkling .....	740
Wood and manufactures of, furniture, etc.....	9,729
Wheat flour and flour of all kinds .....	2,943
Wool, unmanufactured, and cotton .....	130,858
Electric apparatus, etc., telephone instruments, etc .....	11,167
Settlers' effects .....	47,970
Other articles .....	70,479
Total .....	1,337,573

The value of imports from the United States for 1897 was \$1,443,918; decrease, \$66,345.

The exports for 1897 to the United States (according to the same authority) were \$5,510,715, and for 1898, \$3,896,365; decrease, \$1,614,350.

There has been an unusual amount of maple sugar shipped from this port this year, according to my invoice book for April, May, and June, the total being \$88,000, at prices from 9 to 12 cents per pound.

The export of pulp wood is increasing.

The Lake St. John Railroad Company is building a line to connect with the road from Riviere a' Pierre to Ottawa, where it will connect with the Canada Atlantic and Parry Sound, making a direct line from the Great Lakes to tide water in this city, where the largest of ocean steamers can be loaded for foreign ports. It is expected that this line will be open for traffic next season.

The Quebec Bridge Company is nearly ready to commence building a bridge across the St. Lawrence River, about 5 miles above this city, to connect the Canadian Pacific with the Grand Trunk and Inter-colonial railroads. Probably it will be constructed next season.

The bills of the United States Treasury and of all national banks pass current here, but silver is at a discount.

The legislature of the Province of Quebec passed a law last winter requiring nonresident hunters to take out a license of \$25 for hunting and \$10 for fishing; but this is not exacted from those who belong to hunting and fishing clubs, who pay a yearly amount for hunting and fishing leases.

The crops of hay, oats, wheat, potatoes and tobacco are above the average, and have been gathered in fine condition.

*Statement of the principal articles imported and exported in 1898.*

Articles.	Imports.		Value of exports.
	Quantity.	Value.	
Ale, beer, and porter, in bottles and in casks.....	gallons. 2, 731	\$1, 865	\$1, 865
Animals: Horses, horned cattle, sheep, swine, etc.....	number. 491	25, 023	25, 023
Books, printed, etc., printed music and paper of all kinds.....	.....	43, 971	43, 971
Buttons, brushes, braces, combs, and collars, etc.....	.....	8, 892	8, 892
Brass and manufactures of, copper and manufactures of.....	.....	46, 224	46, 224
Coal, anthracite, bituminous, and coke.....	tons. 56, 649	155, 521	155, 521
Candles, all other, including sperm.....	pounds. 18, 107	1, 894	1, 894
Cement, Portland or Roman.....	barrels. 17, 180	10, 494	10, 494
Coffee, green, roasted; chicory, green or roasted.....	pounds. 51, 440	5, 947	5, 947
Cordage of all kinds.....	do. 80, 496	6, 155	6, 155
Carriages, railway cars, bicycles, etc.....	number. 157	15, 245	15, 245
Carpets, Brussels and tapestry, etc., wholly of wool and cotton.....	yards. 72, 941	26, 966	26, 966
Cottons and manufactures of, bleached, denims, printed, etc.....	.....	184, 549	184, 549
Cheese.....	pounds. 5, 399	772	772
Drugs, dyes, chemicals, patent medicines, etc.....	.....	31, 065	31, 065
Earthenware, brown, white, etc., and china.....	.....	29, 418	29, 418
Fancy goods, alabaster, beads, toys, embroideries, laces, etc.....	.....	94, 258	94, 258
Fish, fresh, salted, dry, preserved in oil, etc.: oysters, etc.....	.....	5, 393	5, 393
Flax, manufactures of: linen, brown; duck, thread, etc.....	.....	42, 664	42, 664
Fruits, green; fruits, dried.....	.....	32, 022	32, 022
Furs and manufactures of, caps, hats, etc.; furs, dressed and undressed.....	.....	190, 284	190, 284
Fire brick, bath and building, brick, etc.....	M. 660	4, 436	4, 436
Glass and manufactures of, carboys, lamps, window glass, etc.....	.....	42, 784	42, 784
Gloves and mitts of leather, kid, cotton, silk, and woollens.....	.....	13, 814	13, 814
Gutta-percha, India rubber, manufactures of: boots, clothing, etc.....	.....	11, 700	11, 700
Grain of all kinds, Indian corn, peas, beans, wheat, etc.....	bushels. 158, 981	55, 675	55, 675
Hats, caps, and bonnets, beaver, felt, straw.....	.....	31, 408	31, 408
Hops.....	pounds. 71, 845	13, 047	13, 047
Hides, raw, salted, dry, etc.....	.....	488, 383	488, 383
Parasols, umbrellas of silk, etc.....	.....	6, 097	6, 097
Iron and manufactures of, steel and manufactures of.....	.....	241, 940	241, 940
Sewing machines.....	number. 273	7, 190	7, 190
Pig iron, all other.....	tons. 331	6, 364	6, 364
Railway bars or rails, fish plates.....	cwt. 293	323	323
Cutlery.....	.....	10, 480	10, 480
Jewelry, watches, plated ware, gold and silver, manufactures of.....	.....	7, 030	7, 030
Lead and manufactures of, pig, bars, shot, etc.....	.....	5, 737	5, 737
Leather and manufactures of, sole leather, upper leather, etc.....	.....	214, 038	214, 038
Lard, pork, beef, bacon, and hams, and all other meats.....	pounds. 1, 917, 170	100, 708	100, 708
Leaf tobacco, unmanufactured.....	do. 133, 331	22, 720	22, 720
Lumber and timber.....	.....	35, 819	35, 819
Military stores, arms, munitions, etc.....	.....	123, 467	123, 467
Musical instruments: Pianos, organs, etc.....	.....	8, 239	8, 239
Molasses, sirups, etc.....	gallons. 436, 360	72, 416	72, 416
Mustard, ground.....	pounds. 25, 946	3, 608	3, 608
Nets and seines and twines.....	.....	19, 349	19, 349
Oils, mineral, vegetable, and fish.....	gallons. 67, 804	16, 000	16, 000
Oilcloth for floors, oilcloth in piece.....	square yards. 39, 235	11, 488	11, 488
Rice.....	pounds. 180	31	31
Seeds for agricultural purposes.....	do. ....	75, 566	75, 566
Salt in bulk, salt in bags.....	bushels. 321, 692	38, 273	38, 273
Silk and manufactures of, hosiery, ribbons, clothing, etc.....	.....	58, 659	58, 659
Spices, ground and unground.....	pounds. 55, 301	4, 955	4, 955
Spirits: Brandy, Geneva, gin, whisky, rum, etc.....	gallons. 136, 020	91, 972	91, 972
Sugar of all kinds, sugar, candy.....	do. 3, 106, 873	72, 852	72, 852
Tee: Black tea, green, and Japan.....	do. 224, 232	34, 288	34, 288
Tobacco and manufactures of, cigars, etc.....	do. 3, 549	1, 493	1, 493
Tin and manufactures of, tinware and all other.....	.....	7, 993	7, 993
Tin plates and tin in blocks, bars, etc.....	cwt. 9, 272	22, 025	22, 025
Vinegar.....	gallons. 2, 577	361	361
Varnish and turpentine.....	do. 1, 405	4, 075	4, 075
Wines of all kinds, except sparkling wine.....	do. 103, 739	35, 333	35, 333
Wine, champagne, and all other sparkling wine.....	dozen. 210	1, 509	1, 509
Wood and manufactures of, furniture, etc.....	.....	14, 114	14, 114
Wheat flour and flour of all kinds.....	barrels. 373	3, 017	3, 017
Wool, manufactures of, cassimeres, flannels, hosiery, etc.....	.....	276, 784	276, 784
Wool, unmanufactured, and wool, cotton.....	pounds. 2, 471, 633	130, 853	130, 853
Electrical apparatus, etc., and telephone instruments, etc.....	.....	11, 167	11, 167
Settlers' effects.....	.....	447, 767	447, 767
Other articles.....	.....	256, 301	256, 301
Total.....	.....	4, 125, 340	4, 125, 340

*Recapitulation of the total imports for the year ending December 31, 1898, showing the countries whence imported, with a comparative statement for the previous year.*

Countries.	1897.	1898.	Increase.	Decrease.
Great Britain .....	\$2, 186, 278	\$2, 259, 905	\$128, 682	
United States .....	1, 448, 918	1, 377, 578		\$66, 846
British West Indies .....	77, 098	67, 913		9, 185
France .....	150, 210	187, 578		12, 682
Germany .....	90, 610	101, 251	10, 641	
Holland .....	49, 580	62, 482	12, 902	
Belgium .....	88, 408	88, 164		5, 244
Spain .....	81, 081	82, 438	1, 352	
Japan .....	5, 304	7, 478	2, 174	
Newfoundland .....	120	1, 150	1, 030	
Italy .....	5, 596	8, 146	2, 550	
St. Pierre, Miquelon .....	861	1, 424	563	
China .....	9, 638	12, 918	3, 295	
Portugal .....	406	1, 811	1, 405	
Greece .....	718	474		239
Spanish West Indies .....	1, 051	564		487
Turkey in Asia .....	1, 227	1, 201		26
Norway .....	457	281		176
Austria .....	3, 997	2, 950		1, 047
Denmark .....	57	78	16	
Smyrna in Asia .....	394	519	125	
Australia .....	71			71
Switzerland .....	869	5, 587	4, 668	
Venezuela .....	881	4, 718	3, 882	
Africa .....		3, 787	3, 787	
Total .....	4, 048, 820	4, 125, 840	171, 972	95, 452

## NAVIGATION.

The following is a comparative statement of the number and tonnage of sailing vessels and steamers, with the number of men employed, entered inward and outward, for the years ending December 31, 1897 and 1898.

*Return of vessels inward for the years ending December 31, 1897 and 1898.*

	1897.			1898.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total vessels arrived .....	343	619, 992	13, 227	333	683, 344	15, 026
Vessels with cargoes .....	199	427, 709	10, 214	212	526, 817	12, 560
Vessels in ballast .....	144	192, 283	3, 013	121	156, 527	2, 466
Total .....	343	619, 992	13, 227	333	683, 344	15, 026
Number of steamers .....	235	588, 106	11, 771	251	617, 357	13, 947
Number of sailing vessels .....	108	81, 886	1, 456	82	65, 987	1, 079
Total .....	343	619, 992	13, 227	333	683, 344	15, 026
British vessels .....	248	515, 722	11, 411	257	618, 932	13, 968
Foreign vessels .....	95	104, 270	1, 816	76	64, 412	1, 058
Total .....	343	619, 992	13, 227	333	683, 344	15, 026
FLAG.						
British .....	248	515, 722	11, 411	257	622, 294	13, 968
French .....	2	1, 347	86	1	107	7
United States .....	1	180	11	3	1, 606	48
Norwegian and Swedish .....	83	71, 358	1, 165	69	56, 818	968
German .....	9	31, 435	604			
Russian .....				1	840	9
Spanish .....				1	720	14
Italian .....						
Argentine Republic .....				1	1, 465	2
Danish .....						
Total .....	343	619, 992	13, 227	333	683, 344	15, 026

*Return of vessels outward for the years ending December 31, 1897 and 1898.*

	1897.			1898.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total vessels cleared.....	323	469,514	9,710	296	465,599	9,968
Vessels with cargoes.....	319	468,512	9,664	254	459,726	9,846
Vessels in ballast.....	4	1,002	46	42	5,873	617
Total.....	323	469,514	9,710	296	465,599	9,968
Number of steamers.....	176	379,133	7,739	175	398,496	8,340
Number of sailing vessels.....	147	90,381	1,971	121	67,103	1,623
Total.....	323	469,514	9,710	296	465,599	9,968
British vessels.....	200	376,985	7,775	226	408,269	9,008
Foreign vessels.....	123	92,529	1,936	70	57,330	966
Total.....	323	469,514	9,710	296	465,599	9,968
FLAG.						
British.....	200	376,985	7,775	226	408,269	9,008
French.....	2	1,347	86	1	107	7
United States.....	33	3,843	581	7	2,758	71
Norwegian and Swedish.....	84	71,638	1,155	61	54,130	868
German.....	4	15,701	213			
Russian.....				1	340	9
Italian.....						
Argentine Republic.....						
Danish.....						
Belgian.....						
Total.....	323	469,514	9,710	296	465,599	9,968

W. W. HENRY, *Consul.*

QUEBEC, *September 11, 1899.*

#### SUPPLEMENTARY.

Under date of December 8, 1899, Consul Henry sends a newspaper clipping which reads as follows:

The trade of the port of Quebec from the 1st of May to the 30th of November, 1899, compared with the same period of 1898 was: Imports, 1898, \$2,808,153; 1899, \$3,608,731; increase, 1899, \$800,578. Exports, 1898, \$4,231,403; 1899, \$5,064,506; increase, 1899, \$833,103. Duty collected during the seven months of 1899, \$583,898.84; 1898, \$521,568.02; surplus on 1899, \$62,330.82.

#### GASPÉ BASIN.<sup>1</sup>

The business carried on in this consular district is largely composed of fishing and lumbering. Codfish and salmon are chiefly caught. The codfish is very lightly salted and dried very hard, both by the sun and artificial heat, and is shipped almost exclusively to Brazil. The salmon is shipped, mostly fresh, to the United States.

The lumber is composed principally of spruce deals, cedar railway ties, and cedar shingles. The spruce deals all go to the British markets, and the railway ties and shingles are shipped to the United States, except what is needed for local consumption.

<sup>1</sup> In reply to circular of July 10, 1899.

## NAVIGATION.

Eight steamers and 16 schooner barges called into this port during the past year, from different ports on the lakes, bound to Boston, Philadelphia, and New York; also, four steam yachts.

This port (Gaspé) was opened to navigation this spring on the 21st of May and closed on the 9th of December, 1898. The harbor light was extinguished and the storm-signal station closed on the above date.

## PETROLEUM.

The prospective enterprise mentioned in my last annual report<sup>1</sup> came to nothing. The lands seem to have been acquired for speculation. According to a prospectus issued in England in the month of May last, a portion of the property of this company has been transferred to a newly organized company, which, after paying for land and privileges, has a working capital of \$750,000. It is reported that the new company intends to lay a pipe line a distance of 20 miles and to pay to the Bay of Chaleur Railway a bonus of \$5,000 per mile, provided it passes up the valley of the York River as far as the oil works and then across the country to Port Daniel, about 80 miles from this village, to which place the line from New Carlisle is to be extended.

The Dominion government has also granted \$8,200 per mile to this extension, and surveyors are now here.

*Value of declared exports from the consular district of Gaspé Basin to the United States for the fiscal year ending June 30, 1899.*

Articles.	Quantity.	Value.
Codfish.....pounds..	2,000	\$40.00
Fur (raw).....packages..	2	576.40
Lobsters (canned).....cases..	170	1,360.00
Railway ties (cedar).....pieces..	189,961	21,887.25
Shingles (cedar).....M..	11,571	18,908.11
Spruce poles.....pieces..	270	70.00
Sea grass.....bales..	868	770.00
Sewing machines.....		25.00
Total.....		43,181.76
Total for preceding year.....		65,069.62
Decrease.....		21,987.86

*Imports from the United States to the consular district of Gaspé Basin for the fiscal year ending June 30, 1899.*

Articles.	Value.	Articles.	Value.
Bicycles.....	\$150.00	Hardware.....	\$94.00
Books.....	60.00	Locks.....	125.00
Beef (salt, in barrels).....	700.00	Pitch.....	810.00
Corn meal.....	1,300.00	Pork.....	4,250.00
Clothing.....	44.00	Post-office packages.....	324.00
Coal oil.....	150.00	Settlers' effects.....	2,546.00
Coal (anthracite).....	1,540.00	Sundries.....	250.00
Cabinet organs.....	150.00	Total.....	21,442.00
Electrical apparatus.....	80.00	Total for preceding year.....	11,019.00
Flour.....	2,948.00	Increase.....	10,423.00
Fishing articles, lines, etc.....	6,401.00		
Farming implements.....	75.00		

<sup>1</sup> Commercial Relations, 1898, Vol. I.



The following shows the trade with foreign countries, exclusive of the United States, for the fiscal year ended June 30, 1899: Exports, \$409,476; imports, \$32,990.

ALMAR F. DICKSON, *Consul*.

GASPÉ BASIN, *August 23, 1899.*

#### RIMOUSKI.<sup>1</sup>

This consular district extends along the St. Lawrence River and Intercolonial Railway for 180 miles, and comprises many small towns supported by the lumber industry and the products of the farms. The mills sawing spruce deals and boards for the European market at Metan, Metis, Bic, and Rimouski clear their lumber from this custom-house. The shipments were, for 1898, 19,327,000 feet of deals, valued at \$161,270; 592,500 feet of joists and boards, valued at \$53,325.

From January 1, 1899, to July 1, 1899, 633,250 feet of deals, valued at \$21,083, were shipped.

The mills at Amqui and Cedar Hall ship by rail to New Brunswick ports.

The mills at Trois Pistoles, Rivière du Loup, and Cabano clear from the custom-house at Quebec, so I can not procure the amounts separately. Shingles are manufactured for export to the United States, and shipments were: For the quarter ending June 30, 1898, 22,047,500; for the quarter ending June 30, 1899, 33,484,500; for the quarter ending September 30, 1898, 21,177,250; for the quarter ending September 30, 1899, 40,699,750. This large increase is due to better prices, shingles having advanced from \$2.50 to \$3.15 per thousand for first quality delivered at Boston. The shingle mills have been running full time, and many of them night and day. Two new machines have been added to the mill here. Donald Fraser & Sons have erected a large mill at Cabano that has eight shingle machines, one double clapboard machine, six machines for box shooks, and twin circulars with steam feed; two stock gangs, and all the necessary small machinery. Many shingle mills are being erected in the cedar forests. The shingles will be hauled during the winter to the railroad for shipment.

#### LABOR.

There has been a large emigration from this district to the United States during the last six months, drawn by the good times and wages. Pulp mills are being built in other parts of this Province, and several hundred men have been hired here to work—excavating foundations and canals and cutting timber to be made into pulp. This and the increased employment in the new and old mills has furnished work for all the male labor left here.

#### BUTTER AND CHEESE FACTORIES.

The provincial government has educated the people to establish butter or cheese factories, and sometimes both, in nearly every town. The cheese factory at St. Anaclet, the next town to this, cost \$800.

<sup>1</sup> In reply to circular of July 10, 1899.

It runs five months of the year and employs two men. It charges the farmers  $1\frac{1}{2}$  cents per pound for making and marketing the cheese. The selling price has been: For June,  $7\frac{1}{2}$  cents per pound, cost of 100 pounds of milk, 65 cents; for July, 9 cents per pound, cost of 100 pounds of milk, 74 cents; for August,  $10\frac{1}{2}$  cents per pound, cost of 100 pounds of milk, 86 cents. It took  $9\frac{1}{2}$  pounds of milk to make a pound of cheese. Fifty-six thousand pounds of cheese were made last season.

The butter factory at Rimouski could be erected now, including machinery, for \$1,200. It runs five months and employs two men. It charges the farmers 3 cents per pound for making and marketing the butter. The milk is returned to them after the butter is extracted. The average price for June was 17 cents per pound; for July, 18 cents; for August, 19 cents, and for September, 21 cents. It takes 22 pounds of milk to make a pound of butter. Twenty-three thousand pounds were made last year. These factories can not run in winter, the cold and deep snow preventing the farmers from delivering the milk. To encourage the factories to run in winter, the Quebec government gives a bounty of 1 cent per pound on butter.

#### POTATOES.

The only other cash article the farmers raise is potatoes. This year, the yield is small per acre. Potatoes from this district are very fine and bring the best price in the market. There were shipped from here to the United States in 1898 70,407 bushels, averaging  $30\frac{1}{2}$  cents per bushel; in 1899, 13,131 bushels, averaging  $33\frac{1}{2}$  cents per bushel. Montreal and the Province of Ontario took most of the potatoes in 1899, as the crop in that Province was largely a failure. The average price paid for them here was 35 cents per bushel.

#### GENERAL.

There are no wholesale houses in the district. Many kinds of American goods are used, but are purchased at Montreal and Quebec. None are imported direct.

CHARLES A. BOARDMAN,  
*Commercial Agent.*

RIMOUSKI, *October 21, 1899.*

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#### SHERBROOKE.<sup>1</sup>

Sherbrooke is the largest city in the eastern townships, having a population estimated at 11,500. It is the center of a large agricultural district, containing some of the best farming lands in the Province of Quebec. It is located at the confluence of the Magog and St. Francis rivers, both of which furnish excellent waterpower, sufficient for running double the amount of machinery now in use.

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<sup>1</sup>In reply to circular of July 10, 1899.

## TRADE.

The declared exports for this consulate for the year ending June 30, 1899, amounted to \$559,921.57 and are shown in the following table:

Articles.	Value.	Articles.	Value.
American goods returned.....	\$12,748.59	Miscellaneous, books.....	\$60.00
Animals:		Broke rope stock.....	172.50
Cattle.....	1,432.00	Buggy.....	30.00
Horses.....	4,400.00	Chemical salt.....	43.20
Sheep.....	70,780.50	Chuck bushings.....	296.00
Asbestos.....	193,874.00	Church pews.....	407.50
Bones.....	596.75	Couch role.....	45.00
Chrome ore.....	17,005.10	Rubber scrap.....	2,074.75
Copper matte.....	25,405.94	Fire clay.....	2.00
Copper ore.....	2,060.00	Maple sirup.....	12.00
Copper pyrites.....	4,799.11	Rails, old steel.....	3,000.00
Effects, personal.....	20,477.50	Saw table.....	125.00
Hides.....	2,161.77	Slag pots.....	105.00
Lumber, unmanufactured.....	15,662.00	Stamp press.....	12.00
Lumber, ash boards.....	936.90	Sportman's exhibit.....	1,647.00
Basswood boards.....	138.00	Teams of emigrant.....	132.50
Birch boards.....	150.00	Water wheel.....	250.00
Clapboards.....	23,108.50	Pulp.....	2,861.10
Spruce boards.....	39,833.71	Pulp, chemical, unbleached.....	15,235.70
Staves.....	243.33	Pulp wood.....	4,089.00
Ties.....	3,291.04	Sugar, maple.....	1,745.20
Machinery.....	696.00	Sulphur ore.....	46,106.55
Calender rolls.....	1,075.00	Tweeds, woolen.....	2,157.94
Copper rollers.....	725.00		
Cylinder mold.....	25.00	Total.....	559,921.57
Mercury, fulminate of.....	37,684.89		

The declared exports from the agency of Cookshire for the year ending June 30, 1899, amounted to \$142,560.10 and are shown in the following table:

Articles.	Value.	Articles.	Value.
Animals:		Wood, and manufactures of—cont'd.	
Calves and poultry.....	\$102.00	Heads, hoops, and staves (barrel material).....	\$148.60
Horses.....	370.00	Laths.....	25.00
Sheep.....	25,798.05	Logs.....	160.00
Maple sugar.....	14.00	Lumber.....	18,986.55
Personal effects.....	1,552.00	Pulp wood.....	75,511.00
Pulp, chemical.....	1,612.99	Round spars.....	206.00
Pulp fiber.....	521.60	Shingles.....	125.00
Returned American goods.....	29.55	Wall-paper roller blocks.....	201.74
Wood, and manufactures of:		Total.....	142,560.10
Cedar ties.....	1,006.12		
Clapboards.....	15,021.90		

The declared exports from the agency of Megantic for the year ending June 30, 1899, amounted to \$126,089.55, and are shown in the following table:

Articles.	Value.	Articles.	Value.
Animals:		Potatoes.....	\$25.13
Sheep.....	\$21,947.00	Pulp.....	20,079.37
Horses.....	115.00	Pulp wood.....	38,440.50
Beef, dressed.....	177.12	Returned goods.....	65.00
Emigrants' effects.....	2,948.50	Saw logs:	
Fish, fresh.....	6.00	Birch.....	825.00
Hay.....	707.13	Spruce.....	160.00
Lumber:		Vehicles.....	20.00
Rough spruce.....	29,267.25	Total.....	126,089.55
Rough pine.....	690.00		
Clapboards.....	10,138.55		
Shingles.....	423.00		

The imports for this district for the year ending June 30, 1899, amounted to \$632,486, divided as follows:

Period.	Value.
Quarter ending September 30, 1898.....	\$156,084.00
December 31, 1898.....	147,108.00
March 31, 1899.....	131,133.00
June 30, 1899.....	198,161.00
Total imports from the United States .....	632,486.00

#### WAGES.

The price paid for labor is about the same as it was a year ago. The table below contains a statement of wages:

Occupation.	Compensation.
Laborers.....per day..	\$1.00 to \$1.50
Domestic servants.....per month..	8.00 to 12.00
Mechanics.....per day..	1.50 to 3.00
Clerks, bookkeepers.....per month..	30.00 to 75.00

#### TRANSPORTATION.

The facilities for transportation could not be improved in this section. This city has the benefit of four different railway lines—the Grand Trunk, the Quebec Central, Boston and Maine, and Canadian Pacific.

#### COMMERCIAL LICENSES: EXCHANGE.

No commercial licenses are required in this district. Commercial travelers from any part of the world can come here and compete with the home trade. Longer credits are given here than in the United States—sometimes as long as four months.

No change in the currency has occurred during the last year. The rate of exchange is one-eighth of 1 per cent. American money passes at par with Canadian currency.

#### LUMBER.

The advance in the price of lumber of over \$3 per thousand has resulted in a large export to the United States from all parts of Canada, and especially from this consulate, which is near the frontier. This exportation will continue while the price remains as at present. The trade that a year ago went to England is now going to the United States, because of its proximity and the quicker returns. Lumber buyers from the United States are actively competing for the Canadian lumber trade. The indications are that more lumber will be cut and manufactured the present winter than for several years.

#### AMERICAN GOODS.

The sale of American goods in the Province of Quebec is slowly increasing. More commercial travelers from the United States are coming here than hitherto, and as a result of their efforts our goods

are being introduced. A good field exists here for our manufacturers to work, and one that will well repay them for the expense incurred in covering it.

PAUL LANG, *Consul.*

SHERBROOKE, *October 26, 1899.*

## MIQUELON.

### ST. PIERRE.<sup>1</sup>

The general tendency is toward decrease in trade with the United States, and the reasons therefor are the high local tariff, the high price for dry fish in France, and a decrease in the trade generally. The tariff on sea bread is 50 cents per 50 pounds; leather boots, 50 cents per pair; cottons, 3 cents per yard; copper paint, \$4 per case; kerosene, 7½ cents per gallon; sugar, 6 cents per pound; fishing lines, 68 cents per 100 pounds; cordage, 1 inch and over, \$2.19 per 100 pounds; cordage, less than 1 inch, \$4.10 per 100 pounds; nails, \$1.38 per 100 pounds; tobacco, \$3.85 per 100 pounds, and dories, \$5 each. In 1896, over 4,000 cases of sea bread were imported from the United States. The tariff was at that time nearly nominal; now none is imported.

Copper paint for the fishing fleet was all purchased in the United States, but a rise in the duty from \$1.10 per case to \$4 has cut that business to nothing. Dories from American factories were supplied in large quantities. The duty was formerly 40 cents each; at \$5 none are sent to this market. A discriminating duty in favor of Canada closes the doors for American boots, shoes, and rubber goods.

The cause for a decrease in the general trade of this colony is due to the policy of the Newfoundland government, prohibiting the people of that country from selling their products in the markets of St. Pierre (formerly the south coast of Newfoundland did a very considerable trade with the place; now there is none); to the restrictions placed by the Newfoundland government on the herring business, which has driven many American and Canadian vessels that took supplies here out of the trade, and to the fact that in times past large quantities of liquors were sold here to Canadian and Newfoundland vessels engaged in smuggling, and that business having been stopped there is less money in circulation. The cause of the decrease in the trade with the the United States is much easier to see than the remedy. The merchants make no complaint in regard to packing of goods or the credits given by the business houses of the United States. The imports amount to about \$2,000,000 and the exports to \$2,500,000. Existing transportation facilities are by the mail steamer *Pro Patria*, running between this port, Sydney, Cape Breton, and Halifax, Nova Scotia, twice a month and making an occasional trip to Boston. The freight rates average about 40 cents per barrel from Boston. Communication by mail between St. Pierre and the United States consumes from two weeks to a month; the cable communication is good, two lines—the French and the Anglo-American—having offices here.

The license for carrying on business is in proportion to the business done. There is no fee for commercial traders, and no passports are required. The merchant marine consists wholly of vessels engaged in the fisheries, and is in a flourishing condition, as the season about to

<sup>1</sup> In reply to circular of July 10, 1899.

close has been very successful. The fishing fleet comprises over 300 vessels, with a tonnage of 30,000, employing about 10,000 men. Nearly one-half of these vessels are American or Canadian built. A number of vessels will be added to the fleet the coming winter and spring. For the protection of the fisheries, a bounty of 10 francs (\$1.93) per quintal (112 pounds) is given by the Government, and a pension for time service is granted. The quarantine regulations are not enforced unless sickness is reported. The postal regulations are the same as those of France. There is no law requiring the goods imported to be marked to show country of origin.

CHARLES M. FREEMAN,  
*Commercial Agent.*

St. PIERRE, *October 1, 1899.*

## MEXICO.

### REPORT FROM CONSULATE-GENERAL AT THE CITY OF MEXICO.

In submitting this year the annual report covering the trade and industries of this district I feel that, as special subjects have been treated from time to time in reports giving all the information obtainable on the several matters, it would be useless to repeat such data, and as the annual report of last year was quite exhaustive, and the conditions that prevail now are very largely the same as a year ago, a simple summary of the situation is all that is required.

I give below the figures showing the total exports and imports of this Republic for the fiscal year ended June 30, 1899, as compared with the previous year. My report of last year contains the figures for 1896-1897.

#### EXPORTS.

	1897-1898. <i>a</i>		1898-1899. <i>b</i>		Increase.
	<i>Pesos.</i>		<i>Pesos.</i>		<i>Pesos.</i>
Mineral products.....	88,592,598	\$38,198,805	86,257,851	\$40,454,982	2,865,262
Vegetable products.....	34,743,230	15,912,427	40,371,061	18,984,309	5,628,371
Animal products.....	8,889,147	4,071,229	9,205,128	4,317,205	\$15,981
Manufactures.....	1,908,761	874,671	2,615,768	1,226,796	706,007
Sundries.....	37,962	17,386	27,729	13,006	c 10,233
Total.....	128,972,749	59,069,519	138,478,187	64,946,246	9,505,388

*a* Peso, =45.8 cents.

*b* Peso, =46.9 cents.

*c* Decrease.

#### IMPORTS.

[United States Currency.]

Articles.	1897-98.	1898-99.	Increase.
Animals.....	\$2,337,444	\$3,551,109	\$1,213,665
Vegetable products.....	6,089,229	7,246,284	1,177,055
Mineral products.....	11,394,221	12,284,413	890,192
Manufactured woven goods.....	8,155,367	9,605,894	1,450,527
Drugs and chemicals.....	1,946,456	2,078,405	131,949
Distilled spirits.....	2,254,184	2,662,356	408,172
Paper.....	1,361,316	1,829,164	467,848
Machinery.....	6,270,652	7,988,382	1,717,710
Vehicles.....	1,100,373	1,069,979	a 30,394
Arms and ammunition.....	1,618,233	1,231,665	a 386,568
Sundries.....	1,095,657	1,321,563	225,906
Total.....	43,603,132	50,869,194	7,266,062

*a* Decrease.

I give below statement showing the total imports from the United States into the Republic of Mexico for the year ended June 30, 1899, in United States currency:

Articles.	Value.	Articles.	Value.
Animals .....	\$1,619,706	Machinery .....	\$4,826,291
Vegetable products .....	5,064,116	Vehicles .....	934,590
Mineral products .....	7,336,447	Arms and ammunition .....	961,295
Manufactured woven goods .....	1,181,290	Sundries .....	661,424
Drugs and chemicals .....	846,668	Total .....	24,164,687
Fermented spirits .....	272,246		
Paper .....	621,689		

I also give below statement showing the total exports from Mexico to the United States for the year ended June 30, 1899:

Articles.	Value.	
Mineral products .....	Pesos. 68,562,747	\$32,151,238
Vegetables products .....	29,148,861	13,670,816
Animal products .....	5,076,476	2,890,398
Manufactures .....	769,845	361,057
Sundries .....	6,558	3,076
Total .....	108,568,486	48,566,585

#### PRODUCTION OF GOLD, SILVER, AND COAL.

	Value.	
Production of silver in Mexico for year ended June 30, 1899 .....	Pesos. 71,299,000	\$38,425,161
Production of gold in Mexico for year ended June 30, 1899, figuring exchange at 220 .....	24,423,000	11,454,387
Production of coal in Mexico for year ended June 30, 1899 .....	768,000	357,847
Exportation of coal from Mexico for year ended June 30, 1899 (estimated) ..	450,000	211,050

#### LAND PRICES.

On the 15th of January of this year (1899) the following tariff was published, giving the prices per hectare (2.411 acres) of the uncultivated Government lands in the various States, Federal District, and Territories of Tepic and Lower California:

States, etc.	Tariff.		States, etc.	Tariff.	
	Pesos. a			Pesos. a	
Aguas Calientes .....	2.00	\$0.95	Oaxaca .....	1.10	\$0.52
Campeche .....	1.75	.83	Puebla .....	3.00	1.43
Chiapas .....	2.60	1.19	Queretaro .....	2.00	.95
Chihuahua .....	1.00	.47, 7	San Luis Potosi .....	2.25	1.07
Coahuila .....	1.00	.47, 7	Sinaloa .....	1.00	.47, 7
Colima .....	1.00	.47, 7	Sonora .....	1.00	.47, 7
Durango .....	1.00	.47, 7	Tabasco .....	3.00	1.43
Guanaajuato .....	2.00	.95	Tamaulipas .....	1.00	.47, 7
Guerrero .....	1.10	.52	Texcala .....	2.00	.95
Hidalgo .....	2.25	1.07	Vera Cruz .....	2.50	1.19
Jalisco .....	2.00	.95	Yucatan .....	2.00	.95
Mexico .....	2.50	1.19	Zacatecas .....	2.00	.95
Michoacan .....	2.75	1.31	The Federal District .....	5.60	2.67
Morelos .....	4.00	1.91	Territory of Tepic .....	2.25	1.07
Nuevo Leon .....	1.00	.47, 7	Territory of Lower California ..	.60	.23, 8

It will be seen that these prices are slightly different from those reported by me last year, some being a little higher and others a little lower per hectare.

#### MERCHANTS' READY REFERENCE.

The placing in this consulate-general by the Philadelphia Commercial Museum of a cabinet containing the names of the makers of and dealers in all classes of commodities in the United States, and the placing by William E. Peck & Co., of New York, of "Peck's Buyers' Index," is proving of great convenience to the people of this city and vicinity. It is becoming a common practice for contractors, merchants, and others, without regard to nationality, to come to this consulate and carefully search the lists for the names of the makers of or dealers in what they desire to procure.

#### RAILROADS.

I am advised by the president of the Mexico, Cuernavaca and Pacific Railway Company that for the year ended June 30, 1899, his company placed in operation the following mileage: Iguala to Rio Balsas, 55 kilometers (34.17 miles). This road is being built from Mexico City to Acapulco, the best harbor (and a natural one) on the Pacific coast, and now about 60 per cent is completed and under operation. All the construction work is done in the best possible manner and the heaviest steel rails are used throughout. Its president and builder, Mr. J. H. Hampson, is accomplishing what many have pronounced impossible on account of the heavy grades—some of them 4 per cent—long cuts, and deep fills.

I am advised by the vice-president and general manager of the Mexican Central Railway Company that for the year ended June 30, 1899, his company placed in operation the following additional mileage: Branch from Jimenez to Parral, 89.3 kilometers (55.4 miles); Zamora extension, from Yurecuaro to Zamora, 41.5 kilometers (25.7 miles).

I also learn that extensions are now going forward on the Vera Cruz and Pacific Railroad, the old Jalapa and Cordova road.

I would call attention to the recent arrangement of the Mexican Central Railway Company with the Atchison, Topeka and Santa Fe Railroad, by which a passenger can take a sleeping car at Kansas City, Mo., to the City of Mexico, running through without change of cars and in several hours less time than formerly.

#### MEXICO CITY'S NEW PUMPING STATION.

The Junta Directiva del Saneamiento of the City of Mexico has entered into a contract with the Holly Manufacturing Company, of Lockport, N. Y., under date of January 23, 1897, for pumping machinery to be used in connection with the sewerage system now under construction.

The purpose of the engine is to pump fresh water from the large canals that have their source of supply at Lake Xochimilco, and deliver this water into the large cast-iron mains, which in turn deliver the water into the sewers at different points about the city for flushing purposes.



The engine is of the vertical, triple-expansion, condensing-crank and fly-wheel type, having one high-pressure steam cylinder 18 inches in diameter, one intermediate steam cylinder 31½ inches in diameter, and one low-pressure cylinder 46 inches in diameter, all steam pistons having a common stroke of 36 inches. Directly under each steam cylinder there is located a single-acting plunger pump, each having plungers 42 inches in diameter and a stroke of 36 inches. The suction and discharge pipes to the pumps are each 42½ inches in diameter.

The contract calls for a capacity of 1,000 liters of water per second, or 22,000,000 United States gallons per diem of twenty-four hours, against a total pressure or head of 12 meters, or 39.36 feet.

The Holly Manufacturing Company also furnished the steam boilers for the plant, which are of the water-tube type, and were constructed by the Stirling Boiler Company, of Chicago, Ill. The boiler plant consists of three boilers, set two in one battery and one separately, of 175 nominal horsepower.

The plant has been in operation since September, 1898, but has not delivered the water into the mains because of the uncompleted condition of this part of the work. It delivers the water into an adjoining canal or ditch, which connects with the large, or main, canal at a remote part of the city.

#### BANKING IN MEXICO.

The conditions attending banking in Mexico are such as to be of great interest, not only in financial circles, but to the general public as well.

Up to the time that the American Bank of the City of Mexico advertised that it would receive all State-bank bills at par (June, 1898), the bills issued by the banks were only accepted in the City of Mexico at a discount ranging from 1 to 5 per cent, causing great inconvenience to travelers and to the business public generally. In the early part of this year, however, the Banco Central was organized, and it also, and some other private banks as well, receive all State-bank bills at par; though the National Bank and the London Bank refuse to receive those bills on deposit, the reason given being that they are prohibited from doing so on account of some regulation in their charters.

A regulation which interferes materially with the transaction of business is the law prohibiting indorsement on checks. The intention of this regulation was to protect the stamp revenue on drafts, the former requiring a 5-cent stamp and the latter requiring a 10-cent stamp for every \$100. On account of this regulation, it has become a custom of Mexican banks not to receive checks on other banks for deposit, thus making it necessary for the depositor to get his own checks cashed in every case, and deposit the currency only. It is understood that steps are now being taken by the attorneys of the leading banks in this city to have a law passed making it legal to indorse checks. Such a law would give a great impetus to banking in Mexico and effect a great saving of labor on the part of banks and commercial houses.

In the general transaction of business in the banks of Mexico the European system prevails; i. e., in presenting a check for payment to the teller it is first passed to the bookkeeper and all entries made in relation to it, and the figures and entries inspected by the cashier before it is returned to the window for payment. It therefore often

happens that twenty to thirty persons will be standing at the teller's window waiting for entries to be made on checks in order to receive payment; whereas under the American system, the teller himself having immediate access to the balances, the checks are paid on presentation, with much time saved, and the bookkeeping is done afterwards.

So little attention has been given in this country toward interesting depositors that it is said the total deposits in all the banks in this city will not reach half the sum that is kept in iron boxes in private houses, or in other places of security; in fact, no inducement has been offered by the banks to secure the public's idle money on deposit, as up to two years ago all banks in Mexico charged what is called "comision de caja," or, in other words, a commission of one-quarter of 1 per cent for receiving the money on deposit, and of course the depositor never received any interest. The result is that the larger banks are obliged to have immense capital and do business almost entirely with their own money, the deposits often amounting to no more than one-fourth or one-fifth of the paid-in capital; a striking contrast with successful banks in the United States, which carry from twenty-five to fifty times the amount of their capital in deposits. The drawbacks to successful banking in Mexico are now being removed, and in time conditions will more or less approximate those now enjoyed in New York and other large business centers of the United States. A most effective agency in bringing about the new régime is the investment of American capital in banks in this country.

Trust companies are unknown in the Republic of Mexico, for the reason that under present laws it is impossible for a corporation to act as assignee, receiver, administrator, or in any other trust capacity; however, there is reason to believe that a bill is about to be presented to the present Congress admitting trust companies, and within a year it may reasonably be expected that at least one or two American syndicates will be in successful operation here. The American Bank, which commenced here less than three years ago, has had quite a prosperous career. The paid-in capital at the present time is \$537,000, and I am informed that in the coming January it will recapitalize on a basis of \$3,000,000, under a special concession from the Mexican Government.

#### QUARANTINE.

With the able assistance of Dr. L. E. Cofer, assistant United States Marine Hospital surgeon, who was here in July last, and with the hearty cooperation of the railroad companies whose roads center in the City of Mexico, there was placed in effect quite a complete system of inspection of passengers and disinfection of baggage bound for the United States from infected points in Mexico. The Mexican Government required that all health certificates be signed by the consular officer, which was done, and after the inspection in different places was made the certificates were given out by Dr. Cofer and assistants. Some 2,000 certificates were issued. Between 400 and 500 pieces of baggage were disinfected, together with several carloads of fruit and many smaller shipments. The work thus performed must have been an effective safeguard to the health of the people of the United States. The quarantine was raised on the 15th of November last.

## HOW TO ESTABLISH AND INCREASE TRADE IN MEXICO.

Judging from the number of letters of inquiry received from the United States, there is a constantly increasing desire among the merchants, manufacturers, and jobbers for expansion of trade relations with Mexico. Many of our people seem to think that because such and such a thing is in use in the United States it ought, as a matter of course, to be in use in Mexico; and some think that their particular article of manufacture, because it is liberally patronized where it is made, must of necessity prove a good seller in Mexico. As a consequence long letters of inquiry are written to the consul, calling for equally long letters in reply. The manufacturers and dealers who place their goods and increase their sales in Mexico are those who make it a point to study the necessities of the people. This study, like other studies, in order to be complete, must be conducted with patience and industry.

ANDREW D. BARLOW,  
*Consul-General.*

MEXICO, *December 20, 1899.*

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CHIHUAHUA.<sup>1</sup>

The year has been a prosperous one, and there has been an increase of trade with our country over all preceding years. The exports from this district (which comprises the southern half of the State of Chihuahua) amounted to \$2,033,999.73, gold value.

This being an inland consulate, I am not able to learn the value of imports from the United States, but it must have exceeded the above amount, the principal articles being railroad material, mining machinery, hardware, wagons, carriages, sewing machines, household furniture, firearms, powder and explosives, oil for lighting, lard, bacon, crackers, canned goods, dry goods generally, and hats and shoes. Of the last two articles mentioned, only the finer grades are imported, because the duty on high-priced hats and shoes is the same as on the cheaper grades. Ready-made clothing is practically excluded by high rates of duty.

There are in the district probably 2,000 foreigners, one-half of whom are Americans, and the balance Europeans. These Americans are engaged in mining, railroading, stock raising, merchandising, and a few in agriculture.

There is not sufficient rainfall for extensive agriculture, but there are many small irrigable valleys which are adapted to the production of the very finest fruits, such as apples, pears, plums, peaches, apricots, figs, and grapes. There are many trees which bear abundantly, but they are generally of the inferior and seedling sorts. Here are openings for skillful horticulturists and for canning and evaporating plants. Unskilled laborers should not come to Mexico, because wages here are about the same in Mexican money as the same service would command in gold in the United States. There are good openings for those who have means to engage in business for themselves, or are proficient in some specialty and speak the Spanish language.

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<sup>1</sup> In reply to circular of July 10, 1899.

Chihuahua is the capital of the State. The population is 24,000. Elevation, 4,600 feet. The climate is mild and healthful.

The city is lighted by electricity and provided with a good system of waterworks, sewerage, and street-car lines. There are smelting and reduction works, manufactories of woolen and cotton cloths, clothing, carpets, furniture, a brewery, an iron foundry, and steel works.

There are four banks doing business in the city, and the rate of exchange and banking facilities generally are about the same as in the frontier cities of the United States.

There are no onerous restrictions nor burdensome municipal taxes on commercial travelers or on merchants; and no prejudices against Americans, as many suppose. Life and property are as well protected in Mexico as in our own country, and people pay their debts. The art of going into bankruptcy and paying out at 15 cents on the dollar is not practiced here.

Two railroads touch Chihuahua, the Mexican Central, which crosses the Republic from El Paso, Tex. (240 miles north of this city) to the City of Mexico, 1,200 miles, and the Chihuahua and Pacific, which during the past year has been completed 60 miles, to San Andres, and is still building westward. Another railroad has been constructed from Jimenez (147 miles south of Chihuahua) 70 miles westward to Parral, a flourishing mining center where the consular agency is situated, and where quite a number of Americans are engaged in business. All these roads are standard gauge and well constructed, and all received liberal subsidies from the Mexican Government. They were, for the most part, constructed with American capital and are owned by Americans.

W. W. MILLS, *Consul.*

CHIHUAHUA, *September 15, 1899.*

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#### CIUDAD JUAREZ.<sup>1</sup>

Ciudad Juarez, the only city in this consular district, remains at a standstill from year to year, so far as material development or the establishment of industries is concerned. The city has no industries of importance, and is supported chiefly by the two railroads which have their terminals here, by agriculture, and by the fact that it is one of the four most important ports of entry of the Republic of Mexico. Ciudad Juarez has about 6,000 population. The Americans number 250, and they are chiefly dependent upon the railroads. Juarez is in striking contrast with El Paso, Tex., a sister city whose post-office is just 1½ miles from the post-office in Juarez. El Paso is a railroad center, a manufacturing town, and a base of supplies for a vast extent of country which surrounds it. It is growing more rapidly than any other place that could be named in the Southwest, and the northern section of Mexico contributes largely to this prosperity. While development and progress are visible in El Paso, just across the dry bed of the Rio Grande, Juarez remains stationary, except in the volume of exports and imports which pass through the port for distribution into both Republics, and which of course contribute something to the local wealth and business.

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<sup>1</sup> In reply to circular of July 10, 1899.

Juarez can not hope, in my opinion, to become a manufacturing city or supply point so long as the free zone is continued. The reason for this statement seems obvious. No one is warranted in establishing a manufacturing plant, as it would be necessary to pay customs duties on the product to get it beyond the zone into Mexico, as well as to pay the United States tariff in order to reach the markets of the United States. Aside from a gristmill and wine press, supplying local demands, industries can not thrive under such conditions. The only pay rolls in Juarez are those of the Mexican Central, and the Rio Grande, Sierra Madre and Pacific railroads. Population seldom increases in any place when there is no addition either in the amount or the number of the pay rolls. There is no other place in my consular district, either in or out of the free zone, where industries could be established. With the free zone eliminated, Juarez, as well as other towns on the Mexican border, would grow and develop.

The abolition of the free zone would decrease the expense of maintaining forces of inspectors and guards. At least, the cost of this work to Mexico would be very much reduced. At present, Mexico must have a double set of guards. Merchandise entering the free zone pays harbor, municipal, and stamp taxes, which aggregate about 18 per cent of the total tariff on a given object. To ship merchandise beyond the free zone, the full tariff rates must be paid. Mexico must therefore maintain guards on both sides of the zone to prevent the admission of contraband into the zone, and again to prevent merchandise from going beyond the zone without payment of the full tariff duties.

So long as the free zone exists, goods and merchandise—clothing, notions, perfumery, cutlery, and many other objects—will be landed from Europe. In my opinion, these goods are generally shoddy. They are sold at a price below the cost of similar articles in the United States, and consequently are the main objects of petty smuggling. Without the free zone Mexican drawn work, cigars, and tobacco would constitute the principal objects our customs officers would look for as contraband.

#### SHIPMENTS OF MERCHANDISE TO MEXICO.

Port charges and regulations, together with customs tariffs, have a great deal to do with the extension of American commerce in foreign countries. The necessity for the proper packing of all merchandise at the place of shipment has been emphasized in many consular reports. It has also been shown how necessary it is to comply with all orders, giving strict attention to details so as to satisfy the foreign buyer and his customer.

In order to facilitate the handling of merchandise shipped at points in the United States, and intended for markets in various parts of Mexico, the Mexican Central Railway, terminating at Juarez, has a customs department which attends to all the details of entry and ultimate consignment. At a comparatively small cost, a great deal of time and many fines are saved to shippers in the United States. When goods are shipped in care of a customs broker, it is necessary to indorse the following documents for customs purposes:

Copy of the bill of lading. (The original bill of lading is sent to the consignee in order to secure delivery from railroad at the point of destination in Mexico.)

Copy of the packing list.

Copy of the commercial invoice signed by the shipper.  
(A pro forma consular invoice signed by the shipper may be substituted for the last two documents.)

The heading of a pro forma consular invoice is as follows:

*Pro forma consular invoice.*

Marks.	Nos.	Number of packages.	Class of packages.	Gross weight of each.	Net weight.	Legal weight.	Class of merchandise.	Value.

The description of all merchandise should be accurate to facilitate clearance. The material of which a package is composed should be mentioned, and the object, and use, and kind, and number of package should be given; and whether it is box, barrel, crate, or bale, and the gross, net, and legal weight. If the objects are wine, whisky, or alcohol, the number of gallons as well as the weight should be given, and if fabrics, the length and width should be described.

The metric system of weights and measures is in use in Mexico.

Some articles pay duty on net weight and others on the gross and legal weights, and should be packed accordingly.

It is very necessary to be exact in giving the class and weight of merchandise. When importations are declared at less than the actual weight, or are found upon inspection to be subject to a higher rate of duty than that declared, a fine is imposed by the collector of customs. The fine is equivalent to double the duty on the amount of weight in excess of that declared, and double the duty on the whole weight of the articles wrongly declared.

The following articles of merchandise serve to illustrate how various articles in a consignment should be defined in order to facilitate clearances:

Arms, fire: State if breech or muzzle loading, repeating or double-action, etc.

Belting: State whether or not it is a portion of machinery by which it is accompanied.

Butter: State whether pure or adulterated, in the shape of butterine or oleomargarine.

Bath tubs: Give material of which they are made, and state whether they are folding tubs or not.

Cloth and fabrics: Give exact length and width, including fringes; also give gross weight of each package.

Castors (furniture): State class of predominating material used in their manufacture.

Chains: Give exact Birmingham caliber of links.

Coffins: Say whether wooden, zinc, etc., and with what material they are lined or covered.

Furniture: Give class of material used in the manufacture and that of the upholstery and ornaments.

Glassware: State whether crystal, cut, or ordinary, and if mounted by what class of material, and which predominates; also state if painted or decorated or adorned with gold or silver.

**Lamps:** State whether brass, iron, glass, or electric, and if composed of several materials, and say which predominates.

**Lumber:** State kind of wood, whether rough, surfaced, shiplap, channeled, flooring or ceiling, tongued or grooved, giving exact surface measurement and weight.

**Machinery:** State whether agricultural or otherwise, and whether hydraulic, electric, steam, horse, hand, or foot power.

**Meats:** Say whether fresh or salted, hams or bacon.

**Mirrors:** Give dimensions of glass, and if framed what kind of frames.

**Nails:** State class of material employed in their manufacture.

**Oils:** Say whether refined or crude, mineral, animal, or vegetable, or mixed, lubricating, etc.

**Plated ware:** Say whether gold, silver, or nickel plated, and what metal predominates.

**Powder:** Say whether coarse, blasting, or fine gunpowder.

**Soda-water fountains:** Say whether marble or metal, and class of metal.

**Soaps:** State whether scented or not; medicinal, toilet, or common.

**Vehicles:** State whether with or without springs; whether carriages, freight wagons, delivery wagons, omnibuses, buggies, etc.; how finished; and with omnibuses give the seating capacity, etc.

**Valves:** Say whether steam or water. (Only those having wooden handles are considered steam valves, and pay 1 cent per kilo duty.)

**Wire:** State whether insulated or not and object of use; if plain iron or steel wire, give Birmingham caliber of thickness in centimeters.

**Wall paper:** Say if plain or gilt, velvet or embossed.

**Wines:** State whether they are medicinal or not, and if for ordinary table use, and if effervescent, etc.

Live stock sent to Mexico pays duty except when used solely for breeding purposes. Horses and sheep pay duty at so much per head and hogs and cattle at so much per weight. In order to facilitate and accelerate the importation of live stock, a consular invoice and a veterinary surgeon's certificate should be taken out at the point of shipment. If this can not be done, the necessary data for custom-house purposes should be sent ahead to the customs agent.

In the matter of perfumery, duty is assessed on the legal weight, which comprises not only the bottles, but also the small fancy boxes in which the bottles may be packed and the small wooden or tin boxes in the outside receptacle.

Iron safes sold in Mexico must be shipped open or the combinations and keys sent forward with them or with the documents transmitted to the customs agent.

#### SAMPLES.

Commercial travelers with samples which have no commercial value are permitted to bring them into Mexico free of duty. In case the samples are dutiable, they can be readily introduced into the Republic by furnishing a bond for twice the amount of the duties. They must be returned through the same port of entry and must be in the same condition as when they were taken into Mexico. Drummers should always present their samples at the custom-house before entering Mexico; otherwise, they may be delayed for twenty-four hours. A

certificate of exportation should be secured from the United States collector of customs if it is desired to return samples which are carried into Mexico which otherwise would be subject to tariff duties.

All circus and theatrical outfits, including scenery, curtains, poles, costumes, and other paraphernalia, can be taken into Mexico free of duty, provided a bond is furnished for the sum the duties would amount to, and exportation can then be made at another port than the one where the goods and material were entered.

#### WEIGHTS AND MEASURES.

As it is important for shippers to understand the system of weights and measures, the following information will not be out of place:

One meter is equal to 39.37 English inches; 1 centimeter is equal to 0.3937 English inch; 1 liter is equal to 1.0567 quarts; 1 gallon is equal to 3.7853 liters; 1 kilogram is equal to 2.2046 pounds; 1 pound is equal to 0.4536 kilogram.

#### ASSESSMENT OF DUTIES.

Duties are assessed on merchandise entering Mexico almost invariably on the gross, legal, or net weight thereof. By gross weight is understood the weight of the merchandise with all its wrappings and cases, exterior and interior, without allowing for packing, filling, and hoops.

By legal weight is understood the weight of the merchandise including only the interior cases, wrappings, cases or boxes of cardboard, wood, or tin in which the merchandise may be packed inside of the exterior package which serves as the general receptacle.

By net weight is understood the intrinsic weight of the merchandise without cases, packings, or wrappings.

The name, initials, or mark of consignee should be carefully placed upon each package; the destination should be clearly indicated, and the packages should be numbered in order. These numbers should be entered opposite to the package to which they correspond in the packing list, or pro forma consular invoice, and in the bills of lading.

When packages bear marks or numbers other than those which appear on the packing list or pro forma consular invoice, a fine may be imposed by the customs collector not to exceed \$1 for each package found in such condition. The inscription or address of the factory which may be found on such a package is not considered as a separate mark.

#### TRADE AND MINING.

During the fiscal year ended June 30, 1899, the commerce between the United States and Mexico showed a gratifying increase over that of the year previous. There was increased activity in all lines of trade. There were better sales for cattle and ores, which are the chief objects of export from this consular district. An increased number of mines actively operated called for more machinery and mining supplies than were used in 1897-98. The development and exploitation of mines continue unabated. The trouble in what is known as the "Yaqui country," in the State of Sonora, has kept many prospectors from going there during the past summer months, but this section is only a small part of the total mineral area of north-



western Mexico. The "Yaqui war" is not more serious than the trouble the United States had with the Leech Lake Indians. Capital should not be frightened from this section of Mexico on account of it any more than it should remain away from the State of Ohio because of the street-car strike in Cleveland.

The main drawback to the development of northwestern Mexico is a lack of transportation facilities. Many rich mines have been discovered, but they are too far from a railroad to justify working them. When the Rio Grande, Sierra Madre and Pacific Railroad is extended, and a branch is constructed along the Bavispe River, and into what is known as the "Montezuma district," one of the richest mineral sections in the world will be opened up. Unless silver ore runs as much as 100 ounces or more to the ton, it does not pay to haul it the necessary distance to reach the railroad. Silver is the principal metal found, although some very rich copper and gold properties have also been discovered. Claims are not developed except where immensely rich—running from \$100 to \$1,000 to the ton. The prospectors and owners are simply holding their discoveries until a railroad is built into this country, as it undoubtedly will be in the near future. Concessions for two or more lines have been secured, but construction has not been commenced. When development and operation in this great mineral belt begins, machinery and supplies will be furnished by United States business men.

#### PROPOSED DAM OF RIO GRANDE.

The soil of the Rio Grande Valley is very fertile, and crops are abundant when there is water in the river. Cultivation of the soil depends entirely upon irrigation, and when the water supply fails the people suffer a complete loss of their crops. The river at this point has been entirely dried up for six months past. The water comes down from the Colorado mountains in the spring, as a result of the melting snow, and for a brief spell the river is a mighty torrent. Sometimes the stream keeps up its flow during the summer, but this year it did not, and very little was produced by the farmers. They lost thousands of dollars on the crops they had planted. The water problem has caused an agitation for the construction of an international dam and storage reservoir by the United States and Mexican Governments. It is said this dam could be constructed at El Paso and Ciudad Juarez at a cost of \$3,000,000, and that sufficient water could be saved from the spring flood to give the farmers an ample supply the year round, for 50 miles up and down the valley on either side of the river.

A private corporation undertook the construction of a dam near Las Cruces, in New Mexico, some 60 miles north of El Paso. This company claimed it would be able to furnish sufficient water to the entire Rio Grande Valley at a small cost to the farmers. The managers declared their enterprise would accomplish everything claimed for the international project. They were, however, enjoined by a syndicate of citizens interested in the international scheme, and the matter was carried to the Supreme Court of the United States, where it is now pending final settlement.

## IMPORTS AND EXPORTS.

The collector of customs has furnished me the following statistics of the importations into Mexico through the port of Ciudad Juarez for the fiscal year ended June 30, 1899:

Articles.	Value in United States currency.	Articles.	Value in United States currency.
Agricultural implements .....	\$22,500	Lard .....	\$10,685
Animals, live .....	60,100	Lead, bars .....	1,200
Bags .....	9,882	Lead, pipes .....	825
Barrels .....	6,922	Linen fabrics .....	1,030
Beer .....	7,440	Machinery .....	327,663
Bicycles .....	6,500	Mineral oil .....	7,250
Books, blank .....	2,270	Ores .....	22,800
Books, printed .....	7,150	Paper, all kinds .....	16,556
Boots and shoes .....	27,980	Powder, mining .....	18,784
Bottles .....	6,808	Printing presses .....	8,253
Butter .....	6,400	Pumps .....	8,700
Carriages .....	10,216	Quicksilver .....	76,400
Cheese .....	1,690	Rubber pipe .....	2,125
China ware .....	6,408	Silk goods .....	11,778
Clothing, ready-made .....	6,976	Stoves .....	6,725
Coal .....	56,800	Tents .....	4,259
Coke .....	24,408	Tiling .....	13,213
Corn .....	8,580	Timber .....	82,290
Cotton fabrics .....	15,829	Tobacco, Virginia .....	2,240
Dynamite .....	121,240	Tobacco, not Virginia .....	1,606
Firearms .....	3,742	Tea .....	3,270
Fruit, dried .....	8,755	Wagons, common .....	22,325
Fruit, fresh .....	8,827	Wagons, spring .....	1,115
Fruit, preserved .....	6,286	Wheat .....	14,305
Furniture .....	17,475	Wheelbarrows .....	16,000
Glassware .....	12,770	Whisky and brandy .....	26,800
Glass, window .....	1,150	Wine .....	16,508
Harness .....	2,000	Woolen goods .....	9,300
Iron nails .....	12,500	Miscellaneous .....	732,306
Iron pipe .....	16,744		
Iron rails .....	134,160	Total .....	2,048,712
Jewelry .....	9,882		

The exportations from Mexico to the United States, as shown by statistics furnished by the collector of customs at Ciudad Juarez, for the fiscal year ended June 30, 1899, were as follows:

Articles.	Value in United States currency.	Articles.	Value in United States currency.
Animals, live .....	\$266,230	Hats, straw .....	\$11,700
Beans .....	4,880	Hides and skins .....	2,684
Bullion, gold .....	284,580	Jewelry .....	4,320
Bullion, lead .....	78,560	Manufactures .....	22,840
Bullion, silver .....	663,466	Ores .....	1,730,340
Chile .....	1,062	Piloncillo .....	3,528
Cigars and cigarettes .....	3,800	Silver coin .....	1,730,340
Coffee .....	410	Specimens of natural history .....	320
Drugs .....	1,270	Sundries .....	2,851
Feathers .....	680		
Fruit, fresh .....	52,600	Total .....	6,545,721
Foreign goods .....	18,750		

As will be observed from the above tables, I have only mentioned specifically the more important items of trade. The minor importations and exportations are placed under the head of "sundries" and "miscellaneous." Dynamite, agricultural implements, boots and shoes, and machinery are sent into Mexico in the greatest quantities. Live stock, bullion, ores, and silver coin are the most important exportations from Mexico.

While the above table shows the total exportations from Mexico to the United States through the Ciudad Juarez custom-house, certified invoices show that from this consular district, \$1,119,710 worth of merchandise and commodities was exported.

#### RAILROADS.

Ciudad Juarez is often referred to as the gateway to Mexico. It is the northern terminus of the Mexican Central Railroad, which runs through the Republic to Mexico City, 1,256 miles to the south. This road connects at El Paso with trunk lines of railways running directly to San Francisco, Denver, Kansas City, Chicago, St. Louis, Memphis, and New Orleans. The Southern Pacific, the Santa Fe, and the Texas and Pacific Railway systems center at El Paso, and supply freight from various sections and cities of the United States to the Mexican Central road, which distributes the merchandise throughout the Republic.

Running southwest from Ciudad Juarez is the Rio Grande, Sierra Madre and Pacific Road. It is 156 miles in length, and it is the intention of the promoters of the line to extend it to a seaport near the entrance to the Gulf of California. At present, this road merely touches the edge of the rich ranching and mineral country of the Sierra Madre Mountains. Freight is hauled to Casas Grandes, the present terminus, for shipment to Juarez, in wagons and on the backs of burros. Minerals are brought to the railroad in this manner from a territory within a radius of 250 miles of Casas Grandes. The wagon trains return to the mining camps and ranges with miscellaneous cargoes of supplies, merchandise, and machinery. This new country, opened but two years ago, is a very rich section and gives promise of wonderful development.

A new railroad has been projected from Ciudad Juarez along the Rio Grande River to Matamoras. Concerning this line and its value to commerce, the following interview was printed in the El Paso Times of a recent date:

A Times reporter called upon the United States consul at his office in Juarez yesterday and requested an interview concerning the proposed line of railway to run from Juarez to the Gulf of Mexico.

"It is stated," said the consul, "that American capitalists have secured a concession for this line, and that in view of its value to the Mexican Government for military purposes, a liberal subsidy will be granted to the promoters.

"This enterprise would begin at Ciudad Juarez and run along the Rio Grande River to San Miguel. There connection would be made with the Mexican National. This piece of road is independent of any other line. It is about 75 miles long and follows the Rio Grande on the Mexican side from San Miguel to Matamoras.

"I doubt if the road would follow the course of the river all the way from Ciudad Juarez to San Miguel. To follow the river from Ciudad Juarez to Presidio or Palos Blancos would be possible enough, as the line would then run in a southeasterly direction. At Presidio the river bends away to the east-northeast and makes a great curve before again following the direct southeasterly course which it takes at Juarez. Several hundred miles could be saved by cutting across this bend at Presidio, touching the river again at Ciudad Porfirio Diaz, and following it from there on to San Miguel and Matamoras. I know nothing in detail of the contour of the country through which the line would run in crossing this bend, and of course the cost of construction would have a great deal to do with determining that point. The Southern Pacific follows the Rio Grande closely for some distance between Eagle Pass and Presidio. To follow the river around this bend would be to parallel the Southern Pacific for a hundred or more miles.

"As to the value of this road as a military line, I have nothing to say. Commercially, it seems to me the line would prove to be a good thing. Matamoras is an

important seaport, and undoubtedly a great deal of merchandise sent from Europe into the Western States of the United States and into northern and northwestern Mexico would enter at the port of Matamoras for distribution via this line of road. It would give Juarez and El Paso a direct route to the Gulf. Northern Mexico and the Southwest States ship a great many cattle to Cuba and Puerto Rico. This road would provide a short haul to the sea, and the stock could be loaded at Matamoras for shipment to the West Indies.

"This projected line would follow the free zone or zona libre of Mexico, which extends from the Gulf of Mexico to the Gulf of California, on the Mexican side of the line, with a uniform width of 12½ miles. As is well known, goods and merchandise can be carried into the free zone without payment of the regular customs tariff rates; that is, when goods are destined for points in the free zone they pay 18 per cent of what the duty would amount to if the goods were shipped into Mexico beyond the limits of the free zone. It is in this connection that El Paso would be very much benefited by the projected line. Manufacturers and merchants in El Paso could ship at a great advantage to points all along the road.

"It is said there are about 100,000 inhabitants in the free zone. All roads now in operation cross the zone, none of them are parallel with it. Following the Rio Grande, as it does, this zone from El Paso to the Gulf of Mexico ought to be a good agricultural country. With a line running through it giving an outlet at the coast and communication at the other end—at Juarez and El Paso—with the many roads that center here feeding it, it should become a very prosperous and thickly populated belt.

"Of the country between Juarez and Presidio, very little is known. This road might give an outlet to many valuable mines yet undiscovered in that section. Beyond Presidio sheep and cattle raising is profitable, or would be with this line to open the markets."

#### LICENSES FOR COMMERCIAL TRAVELERS.

Inquiries are frequently received at this consulate regarding the license commercial travelers must pay to transact business in Mexico. In the first place, the commercial traveler must have papers to show that he is authorized to sell goods. When this is the case his principal, or his employer, will be considered as having complied with the law. The tax enforced is the "dereche de patente," mentioned in article 63 of the Mexican Treasury Regulations in these words: "The 'derecho de patente' will also be collected from traveling agents and other traders in conformity with the prescribed tariff."

When a commercial traveler arrives in a town of the Republic he ascertains by application to the local authorities the fee he must pay to transact business. The fee varies, but he may consider his assessment unjust if it is more than he has paid at the places previously visited. In that case he has recourse in an appeal to the governor of the State. The law provides that in the city of Chihuahua (capital of this State) the tax on a commercial traveler shall not be more than \$200 nor less than \$10 Mexican currency. In other towns of the State it is not more than \$30 nor less than \$3.

In addition to the license commercial travelers must pay, there is another tax on business in the Republic of Mexico. In the free zone a tax of 1½ per cent on the amount of sales is assessed, and outside of the free zone a tax of 2 per cent on the amount of the sales effected. This latter tax applies to merchants domiciled in Mexican towns and cities. The stamp tax amounts to 6 per cent of the tax of 1½ or 2 per cent. It is necessary to place stamps in the books—ledger, cashbook, journal, etc.—of the concern doing business. Books are subject to the inspection of the officers of the law at any time. On the whole, a merchant doing either a retail or a wholesale business pays about 3 per cent of his annual receipts to the treasury of the Government.

## QUARANTINE.

No quarantine is enforced at this port. Last year, there was considerable smallpox in Juarez and in El Paso, Tex., but none is known to exist at the present time. The Marine-Hospital Service of the United States caused a quarantine to be established at El Paso last year against Juarez and other Mexican points. It was enforced to the extent of requiring all persons entering the United States from Mexico to produce a certificate showing they had been successfully vaccinated. The effect of this regulation was salutary. The people of Mexico were in the habit of paying but slight heed to smallpox, and this quarantine obliged every one to be vaccinated or remain in Mexico.

## MORMON COLONIES.

The Mormon colonists in Mexico continue to be prosperous. They are thrifty and industrious and add to their wealth and comfort from year to year. They number now about 3,000 persons, and there are constant accessions to their ranks from among their people in Utah. A new colony has just been established to the southwest of Juarez, along the Bavispe River. Twenty thousand acres of land were secured by them to support the settlement. It is in an excellent agricultural, mining, and cattle country.

President A. W. Ivins, speaking of the condition of the Mormon colonists, says:

We are now engaged in getting in the harvest and making preparations to ship cattle. We are doing a very good business both in live stock and farm products. A great many cattle are shipped by us to the States, and especially to the feeding grounds in Kansas. For our farm products we have an excellent market. The local demand far exceeds the supply, and we can sell everything we can raise at good prices. The mining camps alone consume what we now produce, and they are multiplying all the time. The mining area of the country in which we are located is practically unlimited, but the agricultural section is small. Our gristmills and saw mills run on full time, and on the whole we are satisfied with the prosperity our people are now enjoying.

## GENERAL REMARKS.

Taken altogether, the past year has been a very satisfactory one to everybody interested in the development and industries of northern Mexico. The cattlemen have received good prices for their stock, the grass has been abundant on the ranges, and the percentage of increase in the number of head of marketable cattle is very gratifying. Ranching is a profitable and satisfactory business in this section of Mexico. There are no blizzards in winter, no heavy fall of snow, and the grass is good from January to January. The average elevation of the ranges insures practical immunity from stock diseases. The water is plentiful enough, labor is cheap, and there are no taxes except a very slight one on sales. Better stock is being every year introduced, taking the place of the small Mexican breed of cattle. The Mexican Government gives liberal encouragement to stockmen who bring in a better class of animals.

A few years ago, large tracts of land for ranching purposes could be secured in Mexico at comparatively small cost. Now it is difficult to obtain ranches at all in this section. Good ranching land is worth about 50 cents per acre in gold. From 5 to 30 acres are required to

sustain one animal the year round. Mexican cattle are sold in the West, and are usually shipped in the spring and summer to Kansas to be fattened for the market.

Mining development in northern Mexico is progressing steadily, but only a few mines are exploited on a large scale. The drawback at present is lack of capital and transportation facilities. Northwestern Mexico is one of the richest mineral sections of the world, but the percentage of mineral extracted in proportion to the latent wealth is very small. Many valuable mines are held by people without means to develop them, and capital is difficult to interest where means of transportation are so poor. These difficulties will be overcome, however, and the annual output of copper, silver, lead, and gold from this section will be materially increased. All the machinery and supplies for mines now being developed come from the United States.

Two things are wanting to make this part of Mexico and the country around El Paso rich and prosperous—water and transportation facilities. Until a dam is constructed at or near El Paso, the returns from the rich soil of the Rio Grande Valley will be uncertain, and until more railroads are built in northern Mexico the great mineral deposits will remain undisturbed.

Seventy-five miles southwest of Juarez there is a lake 10 by 20 miles in area and with an average depth of 10 feet. The elevation of this lake is 400 feet more than the elevation of Ciudad Juarez or El Paso. This fact has led to the consideration of a plan to pipe the water to this city, to be used for local irrigation, street sprinkling, and domestic purposes. Nothing definite, however, has been accomplished looking to a consummation of this plan. It is yet to be determined if it is practicable and if it will repay the necessary outlay of capital. Something will have to be done to solve the water problem, and the people hope an international dam will be constructed by the two Republics, in order to store the water of the Rio Grande during the flood season.

CHARLES W. KINDRICK, *Consul*.

CIUDAD JUAREZ, *November 9, 1899.*

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#### LA PAZ.<sup>1</sup>

The southern portion of the peninsula of Lower California, owing to its isolated position and limited communication both with the balance of the Mexican Republic and abroad, has been retarded in development.

The principal industries of this district, consisting of mining, stock raising, and agriculture, are as yet in their infancy. In the latter the most primitive methods are yet in vogue.

#### AGRICULTURE.

Agriculture is carried on only in some few favored localities, where there is running water. In these places, the soil is known to produce all sorts of cereals and fruits. The chief and most profitable product, however, at the present time, is sugar cane. Last season the

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<sup>1</sup> In reply to circular of July 10, 1899.

output of this staple was estimated at from 7,000,000 to 8,000,000 pounds, which on an average involved a total cost, including milling and packing, of 1.6 cents per pound. It sold for 4 cents per pound, thus leaving the planters a profit of some \$200,000 (\$96,200)<sup>1</sup>

In this line there is much scope for improvement, both in the milling process and in the development of the land. The choice bottom lands are held in great esteem, as very little effort is needed in their cultivation, and the prices vary per acre from \$100 to \$200 silver (\$48.10 to \$96.20) and often as much as \$300 (\$144.30), while the higher lands, which are irrigated by ditches, require more labor and attention, and at times sell as low as \$75 to \$100 silver (\$36.08 to \$48.10) per acre.

There are considerable tracts of land which are known to contain excellent soil, but are destitute of surface water. It is believed that artesian water could be obtained. These uncultivated tracts, now worth about \$1 in silver per acre, would then be of inestimable value.

#### PEARL FISHERIES.

The pearl fisheries on this coast, while they occupy an extensive zone, are at present so depleted that they soon promise to become a thing of the past. The diving expeditions that are equipped from time to time for this purpose frequently return with a large balance to their debit, and the pearl shells have become so scarce that it is quite problematical whether their collection, under the present system, can be made a lucrative business. People familiar with this industry claim that if the pearl oyster were systematically planted and gathered, allowing it to spawn in the proper season without molestation, it could be made remunerative. On San José Island, some 40 miles north of this port, a small plantation was started three years ago. Three thousand shells were planted at the time, and two years after 10,000 nearly full-grown shells were taken out, producing their usual quota of pearls. This year, 65,000 shells were fished from the same place.

The old style of fishing at all times, regardless of seasons, without planting the small oysters, has been ruinous in its consequences, while on this experimental plantation the shells have been carefully gathered within a month's time, thereby saving expense in keeping divers the year round, and, further, allowing the shells to remain unmolested during eleven months of the year. An estimate based on a careful examination of these beds after this last crop shows that the yield of next season will probably be over half a million shells.

#### MINES.

While this district abounds in minerals of various kinds, principally gold, silver, and copper, it is strange to say that apart from two extensive plants now in operation, little attention has been given to prospecting the numerous ledges. The two companies referred to are the Boho Mining Company, at Santa Rosalia, and the Progreso Mining Company, at Triunfo. The former exports about 1,000 tons of copper matte per month and employs some 3,000 men. The latter has silver

<sup>1</sup> The U. S. Director of the Mint estimated the value of the Mexican dollar at 48.1 cents, July 1, 1899.

property of considerable value and employs from 1,200 to 1,600 men. These two enterprises demonstrate to some extent the resources of this country, if fairly prospected and developed.

JAS. VIOSCA, *Vice-Consul*.

LA PAZ, *September 14, 1899.*

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### MATAMOROS.<sup>1</sup>

There has been no marked change in the commerce and industries of this consular district from the conditions described in my report of last year, but in view of the fact that Matamoros has been chosen as the terminus of two contemplated railroads, I feel obliged to speak of the possibilities of trade with better transportation facilities.

The decrease during the past years in the value of the exports has been largely due to the falling off in the exportation of cattle from this section. Cattle raising has been for years the chief industry of Tamaulipas and northeastern Mexico, but for sundry reasons the exportation of cattle during the past few years has been gradually decreasing, until at present the traffic is completely suspended. The Bureau of Animal Industry of the United States Department of Agriculture, aided by the Texas State live stock sanitary commission, has given strict orders that no Mexican cattle shall be imported at present, in order, if possible, to stamp out the Texas fever tick, technically known as *boophilus*. These orders have been carefully adhered to along the lower Rio Grande, and even though raised and pastured on land free from this tick, when cattle are driven over a trail or pasture that is infected they are not permitted to cross. The southern low latitudes are its home, and the Mexican Government, the United States inspector informs me, has made no effectual effort as yet to destroy it.

In other Mexican ports, the shipment to the United States has fallen off because of the enormous number of cattle exported to Cuba. On account of the excellent price offered and the duty of only \$1 per head, Mexico, in her effort to supply the demand, shipped to Cuba more than she could well afford, and as a result, a prominent stockman informs me, has left herself sadly in need of cows and young cattle.

During the past year Capt. M. Mendiola, who has a large fruit and sugar hacienda along the river, has succeeded in making an excellent quality of grape brandy, cane alcohol, and cane rum. He has recently so perfected his plant, by the introduction of the latest improved American machinery, that he is about to begin the distillation of whisky from native corn on a large scale.

It will be readily seen that the agricultural possibilities of this consular district are of importance. The richness of the soil, when irrigated, is being constantly demonstrated by the successful cultivation, chiefly in small tracts, of cane and corn. Cotton, tobacco, and other products can be as easily raised. Many thousand acres are susceptible of successful irrigation, either along the Rio Grande, San Juan, or Marina rivers, and could be purchased at an exceedingly low price. Foreigners, however, are not permitted to hold property within 20 leagues of the frontier, and it would be necessary to first seek this privi-

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<sup>1</sup>In reply to circular of July 10, 1899.



lege of the Government. I have been told that the request, when properly presented, is seldom refused.

With the construction of either of the proposed railroads to the markets of the interior, property and land along the river will become immensely valuable, and Matamoros will recover much of her former commercial and industrial activity.

P. MERRILL GRIFFITH, *Consul*.

MATAMOROS. *October 27, 1899.*

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### NOGALES.<sup>1</sup>

Nogales is the port of entry for the States of Sonora, Sinaloa, and Lower California, for goods shipped from cities of the United States as far west as Denver, Colo., and also for European merchandise in transit through the United States via Eastern seaports.

### INDUSTRIES.

Mining is the principal source of wealth of this district, and considerable activity has been recently displayed in opening up new districts. There is no great increase in the mining of gold and silver, but a large amount of capital is now being invested in developing the immense deposits of copper in the Cananea district, south of Bisbee, in the United States. The development of these copper mines will necessitate the building of a railroad from them to either the town of Naco, on the international line, the present terminus of the railroad, or to some point on the Santa Fe system.

Anthracite coal has been found at La Barranca and at San Marcial, east from Ortiz station on the Sonora Railway. American companies have concessions on both of these fields and have expended considerable capital in exploring them. The reports of the experts are very favorable, and it will not be long before this coal will enter into the Pacific coast trade. In order that it may do so, railroads must be built from the mines to either some station on the Sonora Railway or to the city of Guaymas on the Gulf of California.

Another source of wealth in Sonora is the orange crop, which is consumed almost entirely in the United States. There will be shipped from this State during November and December from 300 to 350 cars of oranges. They ripen somewhat earlier than the California crop, and for this reason do not compete with it to a great extent.

For many years, cattle have been extensively exported to the United States, but the herds are now very much reduced, and it is thought that for a long time there will be no surplus for exportation. Several thousand head have been recently sold for the Cuban market, going from Nogales to New Orleans in bond, and from there by vessel to the West Indies.

### IMPORTS.

The imports of American goods are about 30 per cent of the whole. The merchants being mostly German and French, have established credits in their native countries, and prefer to deal there. Whenever

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<sup>1</sup> In reply to circular of July 10, 1899.

salable American goods are introduced, foreign manufacturers duplicate and undersell them. There has been a decrease in the sale of dry goods on this account.

The sale of machinery has not greatly increased, but will probably do so during the coming year.

#### INCREASE OF TRADE WITH THE UNITED STATES.

Besides deficiencies in American packing and longer credits given by European houses, American shippers are under great disadvantages in not furnishing a reliable packing list of the goods shipped. Goods destined for Sonora, Sinaloa, and Lower California are entered here by brokers to whom foreign shippers furnish a list giving the weight necessary to establish the duty, whether net, legal, or gross, in kilos, the exact contents of each case, the paragraph in tariff (*fracción*) indicating rate of duty on each article, so that the broker makes the entry without having to open the cases containing the merchandise. This list is guaranteed by the shipper, and should an error occur, incurring a fine at the custom-house, this fine is paid by the shipper. Invoices and shipping lists from European merchants are invariably made out in the Spanish language. Most invoices and shipping lists from the United States show nothing that would permit an entry to be made from them. They are written in English, show only the gross weight in pounds, and rarely give the contents of individual cases, so that every one must be opened before the entry is made. A fine on account of error in declaration at custom-house is not paid by the seller, as is the case with European merchants, but must be borne by the buyer here. In consequence, the custom-house brokers charge 1 per cent commission on European goods and from 4 to 5 per cent on merchandise from the United States, as well as for the extra labor in opening and unpacking the cases.

Our manufacturers make a mistake in trying to impose their methods of doing business on merchants here. European sellers cater to the customs and wishes of their buyers, which gives them a great advantage with a people whose habits are difficult to change.

Freight rates are also an important factor in favor of European sellers. The minimum rate from European ports to Guaymas is \$20 per ton and from New York it is 50 per cent higher. There is no special objection to United States goods on the part of merchants or consumers, and if manufacturers will send experienced salesmen, who speak Spanish and have some knowledge of the business customs of the country, there is an attractive field open in this portion of Mexico for American enterprise.

J. F. DARNALL, *Consul*.

NOGALES, *October 1, 1899.*

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#### SALTILLO.<sup>1</sup>

The exports from this point to the United States during the half year ended June 30, 1899, were \$101,389.37 Mexican currency

<sup>1</sup> In reply to circular of July 10, 1899.

(\$58,909) in excess of exports for the corresponding period of 1898, as shown by the following comparison:

Articles.	1898.		1899.	
	Mexican currency.	United States currency.	Mexican currency.	United States currency.
Copper matte and lead bullion .....	\$306,598.68	\$188,588	\$371,278.09	\$176,169
Goatskins .....	129,364.44	58,472	128,243.34	60,851
Horse and cattle hair .....	6,705.78	3,081	11,888.93	5,641
Ittle .....	31,773.73	14,362	66,761.69	31,679
Miscellaneous .....	5,554.35	2,510	8,219.25	1,527
Total .....	479,996.98	216,956	581,386.30	275,867

This very considerable increase in exports is due in a slight degree to the satisfactory termination of the war between the United States and Spain, but mainly, I believe, to the development of the country contiguous to this consulate.

From my knowledge of the conditions, I think it safe to predict that the exports to the United States will annually increase for some years to come; or, in fact, until more smelters, tanneries, and factories are established here to take care of the raw material.

As this is an inland consulate, it is impossible to quote figures on imports. From personal observation I am satisfied that the imports from the United States to this consular district are largely in excess of those for the corresponding period of 1898. Importations of bicycles, shoe machinery, and railroad supplies have materially increased.

Since my report of November 1, 1898, there has been put in operation in this city a shoe manufactory equipped with machines bought in Boston and Lynn, Mass.

Transportation facilities to and from this point are already good and promise to be better in the near future. Saltillo is a division terminus of the Mexican National Railroad and the terminus of the Coahuila and Zacatecas Railroad.

As to further improvements, allow me to quote from an interview with the governor of this State, published in the Herald, of Mexico City, under date of August 19, 1899:

Governor Lic. Miguel Cárdenas, of the State of Coahuila, is in this city attending to official business and had an audience with President Diaz yesterday. When seen by a Herald reporter at his rooms at the Hotel Jardin, Governor Cárdenas said: "The immediate cause of my visit to the capital is to perfect arrangements in regard to the building of the new railroad, which will connect Saltillo, the capital of Coahuila, with Torreon. All final details will be arranged during my stay in Mexico, and work on the new road will be rapidly pushed to completion. When completed, this road will traverse the richest section of Coahuila, including the great cotton belt in the Laguna district. The State of Coahuila has appropriated a subsidy of \$1,500,000 for this new project, which will assist materially in developing the country through which it will be built. An American company is building this road."

"The Bank of Coahuila," continued the governor, "proposes within the next two months to erect a grand hotel in Saltillo at a cost of \$200,000 (\$94,900), a portion of which will be occupied by its offices."

An architect from the United States has submitted and had approved the plans for the hotel referred to by Governor Cárdenas.

A contractor from the United States has also been granted a contract to construct a sewerage system in this city.

In conclusion, I desire to emphasize the suggestions contained in

my report bearing date of November 1, 1898,<sup>1</sup> viz, that if United States merchants desire to secure sales for their goods in Mexico, a market which is at their very doors, they must—

- (1) Send competent Spanish-speaking representatives.
- (2) Conform to the customs of the buyers and cater to local demand.
- (3) Give longer credits to responsible dealers than they do at home.

CHAS. BURR TOWLE, *Consul*.

SALTILLO, *October 30, 1899.*

## TUXPAN.

Conditions have changed but little since my last report. Communication with the outer world is still the same. The bar at the mouth of the river is covered by from 5 to 7 feet of water, necessitating lighterage of goods outward and inward. This bar could be jettied at a small expense compared with that expended on Tampico or other ports. Should this be done, there is no question that the Hidalgo Railroad would be quickly completed, opening up rich oil and asphalt fields. Steamers from Vera Cruz and Tampico pass every two weeks; there is also communication with Tampico by canoe through the lagoon, taking three days. We are in connection by wire with all the principal parts of the world. The port has telephone service to all parts of the canton that the telegraph does not reach. A private telephone is nearly completed for 42 miles into the interior, built by hacienda owners, and will be extended, as other owners wish, to Tantoyuca.

## AGRICULTURE.

Up to the present time, the season has been most favorable for all growing crops; next month chicle will commence to arrive, also rubber. Vanilla shows well for a full crop. Corn is abundant. The tobacco yield will be heavy, the largest planters having gone extensively into the cultivation. But little cedar is exported; a large quantity is still in the interior waiting for some enterprising company to take hold of it. Butter and cheese are being made in good quantities and shipped to Tampico, Vera Cruz, and Monterey. Twenty years ago butter was unknown as an article of trade. Two brick and tile yards turn out sufficient for local consumption. There are also two sawmills, one German, shipping its production to Germany.

Oyster canning is carried on in Vera Cruz, Tampico, and the interior. From the list of imports attached (kindly furnished by the collector of the port) it will be seen that agricultural implements and machinery are the principal imports. I can not compare these figures with those for 1897-98, as they are not on record.

The exports to the United States for the year ended June 30, 1899, were \$574,528.63; for 1897-98, \$539,650.74; increase, \$34,877.89. The exports for the quarter ended September 30 were heavy, owing to shipments of vanilla, cedar, and mahogany; total, \$494,113.13.

This report covers only local matters which may interest investors and others.

EDWIN R. WELLS, *Vice-Consul*.

TUXPAN, *October 17, 1899.*

<sup>1</sup> See Commercial Relations, 1898, Vol. I. Digitized by Google

*Imports from the United States into the port of Tuxpan for the year ended June 30, 1899.*

[Translated.]

Agricultural implements, covering plows, pumps, etc .....	\$7, 136
Empty barrels .....	870
Butter and cheese .....	438
Crackers and articles made for table use .....	818
Caps and shells for guns and pistols .....	97
Fruits, dry .....	160
Furniture, stoves, etc .....	492
Iron .....	380
Lumber:	
Rough .....	3, 056
Dressed .....	608
Machinery, and parts for, steam .....	1, 129
Machinery, and parts for foot-power sewing machines, etc .....	3, 940
Medicines, including paints and oils .....	3, 124
Nails .....	405
Pepper .....	165
Rubber pipes .....	479
Iron pipes .....	67
Powder .....	3, 326
Tools of all descriptions .....	592
Thread .....	110
Wire fencing .....	4, 289
Miscellaneous .....	250
Amount reported by collector of port .....	31, 911

## VERA CRUZ.

### TRANSPORTATION.

Little improvement in transportation facilities is to be reported. Since January 1, 1899, the Interoceanic Railway has been running Pullman sleeping cars between this port and Mexico City and changed the schedule from 2 p. m. to 6 p. m. for the passenger train, thus making the run between here and the capital in a little more than fourteen hours. This is a great benefit to passengers by steamer, as they can now make direct connection and avoid staying over night or a whole day in Vera Cruz, which is so much dreaded by travelers on account of the stories as to the sanitary condition of the port. A transfer has also been established, which will be of great convenience to passengers in handling their baggage.

The Interoceanic Express has extended its service by perfecting an arrangement with the New York and Cuban Mail Steamship Company, and express matter is now carried to and from New York and way ports.

Within the last year, the New York and Cuban Mail Steamship Company has made a change in the route of its vessels coming to Mexican ports. Steamers to Vera Cruz now return to New York by way of Progreso and Habana, instead of via Tampico. However, the line has vessels going direct from Tampico to New York, and others to New Orleans. This company has also a number of smaller boats in the coast service (under the Mexican flag), and cargo is brought under a through bill of lading and transferred to the coastwise steamers, which saves a great deal of time, labor, and rough handling of cargo.

The Munson line has lately brought to this port a fleet of coal barges for the double purpose of discharging coal from incoming vessels to the wharf and railroad cars and for recoaling ocean steamers. These barges possess all the appliances for the prompt and quick performance of the work.

Depots and warehouses are now being built between the old customs buildings and the harbor. The lumber is from the States, and the stones from the interior of the country. The Romano and Berreteaga Steamship Company, the only Mexican national line, has also constructed for its own use a neat-looking one-story building, several hundred feet long, all the material being brought from the States by an American contractor. The building is connected by railway track with the Mexican and Inter-oceanic Railroad, which means quite an improvement over the old method of handling freight.

Another steamship company, called the *Compañía de Navegación de Sotavento* (Southern River Navigation Company), has a fleet of 10 steamers, 3 steam tugs, and 7 lighters upon various rivers south and southwest from Tlacotalpam, the smaller vessels going up as far as the town of San Juan Evangelista and there connecting with the Tehuantepec National Railway, running across the isthmus from Coatzacoalcas on the Gulf to Salina Cruz on the Pacific. This company also has two large steamers plying between here and Tlacotalpam, and the third ship will soon be launched.

The Alvarado Railway has or will soon pass under the management of the above steamship company. This company is formed by English and Mexican capitalists, and its transportation facilities will be of great benefit to colonies on the isthmus, bringing the agricultural products to outside markets.

There is no doubt that either Alvarado or Tlacotalpam will soon become an open port. Vessels going to these ports must enter and clear at the port of Vera Cruz; but after clearances they may take cargo from Alvarado or Tlacotalpam direct to any foreign port. This is frequently done, especially by vessels that run to Cuba, which, though they clear at the port of Vera Cruz, do not take out any American bill of health, certified manifest, or other consular papers, but provide themselves with certificates signed by two merchants at either of those ports. Even consular invoices for shipments to the United States are not procured, these being covered by merchants' certificates, as both the Ward Line and the River Navigation Company receive cargo under through bill of lading, the goods being transferred at this port to the New York steamer.

Some time ago, a concession was granted by the Mexican Government for the building of a railroad from Coatepec, to be connected with a tramway to Cordoba by way of Huatusco, now in operation. I have been unable to ascertain whether or not work has already commenced. As this road would lead through the richest coffee country of Mexico, where heretofore this product has had to be carried on mule back or by ox carts over rough and sometimes almost impassable roads, the prospects are of the most promising.

In the northern part of the State the opening of another railroad may be mentioned, which runs from Perote, a station on the Inter-oceanic Railway to the town of Papantla, connecting with a short railway running to the small port of Tecolutla. It is the intention of the contractors to carry this road as far as Tuxpam.

An extension of the railroad called the Ferrocarril Agrícola from Cordoba to Motzorongo and Tuxtepec in the State of Oaxaca, near the southwest line of this State, to Santa Lucrecia on the Tehauntepec line, is under way; the concessionary is Mr. A. B. Mason. As soon as this section is completed, another branch from Cordoba to Vera Cruz will be commenced, and this line will compete with Pearson's concession of the Tehauntepec road above mentioned.

On January 1, 1900, a new Federal railroad law took effect which repeals all State laws in conflict therewith, either direct or by implication.

#### HARBOR IMPROVEMENTS.

The work of improvement of this harbor has suffered through the yellow fever epidemic of last summer, many of the foreign employees and foremen either dying or leaving. Notwithstanding, the work is pushed as rapidly as possible, and it is to be hoped that in a year or two it will be finished. At present, the principal work under construction is the south breakwater wall and a large stone pier in the inner harbor.

The contractors of this work have recently entered into a contract with the Mexican Government by which they will take charge of the Tehuantepec railroad for a term of years, repair the same, and construct good harbors at both termini. This contract is now published.

When this and other similar work is finished, the country between here and the Isthmus of Tehuantepec will soon become thickly settled and the rich agricultural resources will be rapidly developed. There may be one grave drawback, that of labor. Frequently in the past part of the harvest has been lost for the want of hands. The Government is trying to furnish help by allowing working people to be brought under contract from the interior, to work on the farms during certain seasons. It also sends hundreds of men from the larger cities of the interior to work as punishment for petty crimes.

#### MONEY ORDERS.

The system of money orders in vogue among countries of the Postal Union went into effect on January 1, 1900, between Mexico and the United States. This will prove of great convenience in transmitting money between the two countries.

#### COFFEE.

A few years ago, great inducements were held out to those who decided to embark in coffee growing. Added to natural conditions of soil and climate, prices for this staple in the world's market were good. Suitable land was abundant here, labor was cheap, and overproduction was hardly thought of. To-day, many of these conditions have changed. The lands suitable for the production of Cordoba grades of coffee have been taken. It is an axiom that only on volcanic soils can superior grades of coffee be grown. The past years have seen such an overproduction in Brazil and other South American countries that coffee growing has ceased to be remunerative. Many growers have even thought of trying the cultivation of other tropical products.

The Mexican Government, fully recognizing present conditions, abolished the export duty on January 1, 1900, as a means to encourage this flagging industry.

#### YELLOW FEVER.

The yellow fever epidemic during the last summer was one of the severest Vera Cruz has experienced for many years. It may perhaps be attributed to the fact that, as there had been very few cases during several preceding years, many workingmen from the interior had come to this town, and as these were naturally nonimmunes the epidemic was severe. Strange to say, vessels arriving at this port were, with very few exceptions, saved from infection. On the whole, the epidemic did not seriously affect the business of this port, as may be seen by the statistics of the custom-house, which show a very marked increase. Physicians of long residence at this city are of the opinion that the excessive hot spring and summer, and the prevailing south-east wind favored the development of the terrible disease. During the last thirty years only three show a greater mortality from yellow fever than the past season—1877, 1881, and 1883. In 1877 it appeared in May and reached its height in September, and in the second period mentioned it gradually increased until it reached the highest death rate of any known record in the month of June. In 1899 it became violent abruptly in June.

#### TRADE WITH CUBA AND THE UNITED STATES.

Immediately upon the occupation of Cuba by the Americans, Mexican exporters lost no time in shipping thousands of dollars worth of farm products, such as corn, beans, chickens, and cattle, even bringing stock from the west coast of Mexico. Even now, scarcely a vessel leaves without hundreds of head of cattle for Cuban ports. The custom-house statistics show that during the fiscal year of 1898-99 \$3,350,291 (\$1,611,489 gold), worth of Mexican products was shipped through the port of Vera Cruz to the island of Cuba.

Although the importation of American products has steadily increased, I believe that it will not reach the proper figure until Americans establish export and import houses in Vera Cruz, as Spanish, German, and French merchants have done. I am unable to understand why, in this port, which is the New York of Mexico, there is not an American in business. There are well-established firms in the City of Mexico, Guatemala, Panama, and other Central as well as South American cities and towns. While Vera Cruz has direct transportation facilities, there is surely no reason why an American firm could not succeed fully, and compete with merchants of other nations.

Owing to lack of sufficient rain at the proper time, the corn crop has been short in certain parts of this consular district, and corn will have to be brought from other parts of the Republic for consumption, as it is virtually the staff of life for the large majority of the inhabitants. I would suggest that American exporters give this matter attention.

#### PORT FACILITIES.

The port of Vera Cruz has an area of 570 acres of water, 30 feet or more in depth, fully protected from wind at all seasons of the year. At



the present time it is not possible to continue discharge of vessels by lighters when a gale is blowing, though ships discharging alongside piers can continue working. Two ships with general cargo and four with rough cargo, such as rails, coal, etc., may be discharged alongside existing piers at one time, and accommodation for several more general-cargo ships will shortly be available. A distinction must be drawn between these two classes of ships, as the regulations governing discharge are very much relaxed in the case of rough cargo and the cost of handling is much less. Vessels must pay tonnage taxes every time they arrive from a foreign port with cargo or in ballast. Tonnage fees are, for steamers, 6 cents per gross ton; sailing vessels, 10 cents per gross ton (1 gross ton=2.85 cubic meters or 100 cubic English feet). Vessels belonging to an international line, running on a fixed itinerary, carrying Mexican mail without pay or subvention or reduction of any other taxes, may obtain a reduction of tonnage fees of 50 per cent maximum on the Atlantic coast, to be determined by the minister of communications, for every line by submitting the schedule for approval. Any vessel touching at a port not on her schedule will pay the full amount of fees if it is the first Mexican port touched, or if she has already touched at a port on her schedule, the difference between the reduction and the full amount will be paid.

No tonnage fees will be collected (1) from vessels of an international line arriving from a Mexican port if no fees are due according to concession; (2) vessels solely dedicated to fishing; (3) war vessels; (4) vessels in the service of the Mexican or a foreign Government, provided no commercial transaction is made; (5) vessels compelled by superior force to call at a Mexican port; (6) pleasure yachts not engaged in commercial transactions; (7) small vessels doing traffic in the rivers of the frontiers.

An additional tonnage fee will be collected, which applies to vessels of all flags, without distinction of traffic, if arriving at an improved port. No reduction for these fees will be made, and they will be collected at the port of Vera Cruz according to the decree of July 27, 1898: Steamers, 3 cents; sailing vessels, 5 cents. Only war vessels, vessels solely employed in fishing, vessels of less than 10 tons gross, or vessels which are compelled by superior force to enter a Mexican port are exempt from these fees.

*Sanitary fees.*—Bills of health for steamers clearing for a foreign port cost \$5; for a Mexican port, \$3; sailing vessels clearing for a foreign port, \$3; for a Mexican port, \$2. For the visit of the sanitary officer every vessel is subject to the following fees: In the first Mexican port she enters, 2 cents per gross ton or \$10 minimum; at every other Mexican port she touches, 1 cent per gross ton or \$5 minimum. Vessels running between Mexican ports only, 1 cent per gross ton or \$3 minimum. However, a reduction of 35 per cent is made on the gross amount of these fees for steamers and 5 per cent for sailing vessels.

Under the quarantine rules vessels are subject to the following fees per gross ton, and with the same reduction as above, to wit: 3 cents per ton for every day in quarantine. Passengers will have to pay for every day if taken to the quarantine hospital, \$5 first class; \$3 all others, and \$2.50 seamen and crew, each.

*Disinfection.*—When vessels have to be disinfected in case of cholera or plague, a fee will be charged as follows: Vessels of not over 100 gross tons, \$20; not over 1,000 tons, \$35; not over 2,000 tons, \$65; over 2,000

tons, \$100. In cases of yellow fever, smallpox, measles, diphtheria, typhus or typhoid fevers nothing but the actual expense will be collected.

For disinfecting effects and baggage which, according to existing sanitary rules, have to be disinfected on land a fee of \$1.50 will be charged for the clothing and baggage of each passenger, \$1 for that of each member of the crew, \$1 for the disinfection of bedding, etc., of each cabin, and 2 cents per kilo for all other effects.

None of these sanitary fees will be collected from war vessels, from fishing vessels of less than 20 tons, from vessels entering in distress and not transacting any commercial operations on such arrival, from vessels whose trips do not extend over 100 miles, or from revenue vessels.

*Pilotage.*—Foreign or national vessels coming from or clearing for a foreign port have to pay pilotage of \$1.75 per foot draft. National vessels running between Mexican ports only will pay a fixed fee of \$4 on entering or clearing. War vessels are exempt from this fee unless calling for a pilot.

For changing a vessel's anchorage a fee of \$4 is collected, but if she was anchored at a place dangerous to herself or other vessels no fee will be charged. For mooring and unmooring, \$5 is charged.

If the pilot is retained on board a vessel, a fee of \$2 per day and \$1 for each member of the crew of his boat will be charged. The same will be asked if the pilot and his boat's crew have to stay aboard on account of the boat being placed in quarantine.

*Pilotage for services during unusual hours.*—The port of Vera Cruz is open for the entering and clearing of vessels from sunrise to sundown, time being called by the hauling down of the flag on Mexican war vessels that may be in port or by the chief of the port.

Except when a vessel is cleared by the customs officer after office hours or a special permit for late sailing is granted by the customs officers upon application by the agent or captain of the vessel, the following fee will be collected for the services of the pilot after the port is closed: If sailing before 8 p. m., \$10; if after 8 p. m., \$20.

*Tax upon foreign vessels if doing coastwise trade.*—This tax will be collected from all foreign vessels in the following cases: (1) When carrying merchandise from one Mexican port to another; (2) when the merchandise carried to a foreign port is only in transit for reimportation through another Mexican port; (3) when a foreign vessel has obtained permission to discharge a part or all her cargo in a port or place not open to foreign trade. In the first and second case the tax is: (1) If the distance between the two ports is not over 60 miles, \$1 per ton of 1,000 kilos; (2) if over 60 miles but less than 360 miles, \$3; (3) if over 360 miles, \$5. Under the third paragraph, the tax will be calculated according to the distance between the port of discharge and the port open for foreign trade in whose jurisdiction the former is located.

Ships calling regularly with general cargo usually commence to discharge immediately after the visit by the outside department of the custom-house and may continue working without special permit, which, as a rule, is only granted up to 2 p. m., in order that the cargo may be warehoused before nightfall. Ships may receive outward cargo up to 6 p. m., after which hour special permit is needed and charge is made by the custom-house to cover expenses of their officials engaged in supervising the work. Vessels with rough cargo arriving before 8 a. m. usually commence to discharge at noon and those arriving after that hour at 6 a. m. the following morning.

*Lighterage.*—General cargo is subject to the following charges when landed on Government landing: Fifty cents per ton when lightered and \$1 per ton when landed on pier. For instance, when a Prince Line steamer goes alongside the wharf belonging to Pearson's to discharge cement for the port works, the whole of the general cargo which may be brought by the steamer and discharged by lighters is subject to the tax of \$1 per ton instead of 50 cents. In a like manner, if a vessel goes alongside a pier to discharge a heavy piece of machinery only and the whole of the remainder of her cargo is discharged by lighters, it is also taxed at the rate of \$1 per ton instead of 50 cents.

Charges for lighterage are \$1 per ton, weight or measurement, according to bill of lading; trucking from side of ship (if at pier) to custom-house, \$1.75 per ton; trucking, if landed by lighters, \$1.25 per ton; hauling by street car from the custom-house to the railway stations, 30 cents per ton; loading and unloading from street car, 50 cents per ton; maritime brokerage, groom (check clerk), 20 cents per ton.

These charges are modified when the goods exceed a half ton in weight as follows: Trucking charges, 500 to 999 kilos, \$1.25 per package; 1,000 kilos and upward, \$4 per ton; hauling by street car, 500 to 999 kilos, \$5 per ton; 1,000 kilos and upward, \$8; loading and unloading from street car, 500 to 999 kilos, \$1 per ton; 1,000 kilos and upward, \$2 per ton.

If the goods are of considerable value, they are deposited in special warehouses by the custom-house authorities, and are then subject to the following charges for each package, including delivery at railroad station: Weight, 68 kilos, 12½ cents; 114 kilos, 25 cents; 172 kilos, 50 cents; 229 kilos, \$1, and \$1 for each 115 kilos in excess.

A special permit may be obtained from the custom-house authorities to land same by their pier, but this division creates considerable difficulty in clearing through the custom-house and reshipping to the interior.

The cost of landing rough cargo when brought in shiploads and handled directly by the railway companies is: Lighterage, 85 cents per ton; wharfage, 60 cents per ton; unloading, 25 cents per ton. Maritime brokerage is by special arrangement, but costs usually 10 cents per ton.

*Other charges.*—The cost of dispatching and clearing goods through the custom-house, in addition to the foregoing charges, is as follows: For opening each case required by the inspector, from 12 cents to \$1; for weighing each box, 12 cents; for resoldering tin-lined cases, from 12 cents to \$1 each; revenue stamps on permit and other clearing papers, \$1.75 on each shipment. Commission for clearing, from one-half to 2 per cent on total of invoice cost, freight, duties, and charges.

Time needed for dispatching goods after arrival, from five days for rough cargo to fifteen days for other goods.

#### NEW CUSTOMS REGULATIONS.

On July 1, 1899, new customs regulations went into effect. Formerly, there was no need of being in possession of the bill of lading of a shipment of goods, as the customs authorities could allow entry of goods to be made either upon presentation of a proper consular invoice or even without one, imposing a fine of double duty in the latter case. This gave rise to many claims. Goods were shipped and payment made conditionally upon the presentation of the bill of lading. Yet

the consignee could get possession of the goods without having to make any payment in advance except the customs duties; hence he could put off paying for the goods a long time, which was not always agreeable to the shipper. If the owner of the goods in Europe or the United States made a claim against the transporting vessel, the agent of the vessel would always be able to show that the goods had been received in the Mexican custom-house. As there was no law to prevent the delivery of the goods from the customs without the production of the bill of lading, such claims were always rejected by the Mexican customs authorities. Under the new regulations, no goods can be delivered from the custom-house except on production of the bill of lading, the production of the consular invoice not being absolutely necessary, provided a receipt from the Mexican consul at the port of shipment is presented as proof that one was taken out.

WM. W. CANADA, *Consul.*

VERA CRUZ, *January 26, 1900.*

*Number, class, and tonnage of vessels and amount of cargo entered at the port of Vera Cruz during the fiscal year 1898-99.*

Nationality.	Vessels.				Cargo.				Total.			
	Class.		Tonnage.		Tons, 2,200 pounds.		Bales.		Vessels.		Cargo.	
	Steamers.	Sail.	Steamers.	Sail.	Steamers.	Sail.	Steamers.	Sail.	Number.	Tonnage.	Tons of 2,200 pounds.	Bales.
American.....	37	55	128,082	26,202	21,244	34,689	269,678	440,368	92	154,284	55,983	710,046
1897-98.....	44	48	94,324	12,697	12,967	25,886	228,234	478,292	92	107,021	88,847	701,526
English.....	137	5	874,758	2,534	201,833	2,800	1,609,222	4,245	142	377,287	204,633	1,613,467
Spanish.....	36	1	97,459	888	8,088	389	157,095	187,694	37	97,827	8,472	344,789
Norwegian.....	43	4	61,070	1,252	22,686	1,172	152,221	22,948	47	62,322	28,858	175,169
German.....	48	1	113,717	.....	20,955	.....	249,655	.....	48	113,717	20,955	249,655
French.....	12	1	56,814	.....	7,614	.....	118,640	.....	12	56,814	7,614	118,640
Russian.....	1	1	.....	865	.....	141	.....	2,878	1	865	141	2,878
Mexican.....	13	1	13,202	79	7,136	28	17,500	584	14	13,281	7,164	18,034
Total.....	336	67	845,097	30,800	289,551	39,219	2,574,011	658,667	393	875,897	328,770	3,232,678
1897-98.....	308	64	664,290	16,923	237,339	31,319	1,841,108	613,370	372	581,213	268,658	2,454,478

*Number, class, and tonnage of vessels sailed and amount of cargo carried from the port of Vera Cruz during the fiscal year 1898-99.*

Nationality.	Vessels.				Cargo.				Total.			
	Class.		Tonnage.		Tons 2,200 pounds.		Bales.		Vessels.		Cargo.	
	Steamers.	Sail.	Steamers.	Sail.	Steamers.	Sail.	Steamers.	Sail.	Number.	Tonnage.	Tons of 2,200 pounds.	Bales.
American.....	32	57	106,127	20,965	14,565	.....	833,216	.....	89	127,092	14,565	333,216
1897-98.....	42	47	98,783	13,276	13,111	.....	224,447	.....	89	112,058	13,111	224,447
English.....	137	7	811,214	2,292	26,423	.....	403,428	.....	144	313,506	26,423	403,428
Spanish.....	37	1	96,741	.....	7,880	.....	96,442	.....	37	96,741	7,880	96,442
Norwegian.....	38	3	43,323	1,096	3,739	.....	29,498	.....	41	49,418	3,739	29,498
German.....	47	1	83,891	.....	11,021	.....	175,868	.....	47	83,891	11,021	175,868
French.....	12	1	57,357	.....	6,263	.....	73,429	.....	12	57,357	6,263	73,429
Russian.....	1	1	.....	865	.....	.....	.....	.....	1	865	.....	.....
Mexican.....	2	1	632	.....	878	.....	11,447	.....	2	632	878	11,447
Total.....	306	68	708,785	24,717	69,769	.....	1,123,328	.....	373	728,502	69,769	1,123,328
1897-98.....	270	59	508,390	16,761	44,692	.....	735,067	.....	329	528,141	44,692	735,067

*Amount of importation, by value, through the port of Vera Cruz during the fiscal year 1898-99.*

Country.	Animal products.	Vegetable products.	Mineral products.	Cloth and textures.	Chemical products.
United States.....	\$94,429	\$1,016,913	\$1,467,430	\$119,453	\$105,822
1897-98.....	105,721	877,474	963,870	134,521	148,082
England.....	97,786	195,779	1,002,972	2,728,258	146,409
1897-98.....	60,748	264,262	1,104,887	2,152,249	145,824
France.....	356,108	204,609	474,808	1,647,933	280,005
1897-98.....	282,357	183,200	469,553	1,833,133	198,805
Germany.....	201,158	193,073	867,486	844,861	281,972
1897-98.....	175,287	155,097	566,551	578,742	203,134
Spain.....	266,888	346,828	106,440	169,952	5,857
Belgium.....	69,221	813	123,288	129,595	5,676
Other countries.....	153,076	496,533	86,487	252,158	20,623
Total.....	1,331,767	2,462,257	4,143,814	5,392,891	796,872
1897-98.....	917,230	2,027,910	3,411,960	4,963,486	719,620

  

Country.	Liquors and fermented products.	Paper and its manufactures.	Machinery.	Vehicles.	Other articles not classified.	Total.
United States.....	\$3,631	\$96,292	\$644,819	\$45,611	\$131,553	\$3,731,153
1897-98.....	14,614	101,596	618,692	18,306	162,081	3,144,856
England.....	31,538	31,856	1,422,727	61,609	102,182	6,822,116
1897-98.....	84,724	23,199	989,738	14,148	77,181	4,448,944
France.....	623,882	233,827	250,571	15,810	271,801	4,309,354
1897-98.....	661,779	177,956	220,391	10,493	202,172	4,209,839
Germany.....	40,806	201,040	364,191	15,040	141,726	3,217,343
1897-98.....	30,774	139,051	259,701	8,251	696,734	2,832,322
Spain.....	836,033	435,768	25,105	80	93,748	2,286,696
Belgium.....	10,136	15,135	9,259	3,378	10,617	377,097
Other countries.....	57,481	88,998	82,533	390	51,346	1,289,625
Total.....	1,603,610	1,138,655	2,801,603	141,918	802,989	21,115,870
1897-98.....	1,385,828	782,342	2,158,025	51,930	1,232,787	17,245,428

*Export through the port of Veracruz, Mexico, during the fiscal year 1898-99.*

Articles.	United States.		England.		France.		Germany.	
	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.
Silver ore.....	621,901	\$59,531	2,721,502	\$904,825	.....	.....	197,216	\$49,662
Foreign gold coin.....	.....	.....	5	2,705	40	\$21,161	.....	.....
Mexican gold coin.....	12	7,354	.....	.....	5	4,600	.....	.....
Gold bars.....	82	55,075	96	64,513	162	109,456	.....	.....
Silver bars.....	23,521	969,240	9,829	402,322	17,393	711,579	44	5,413
Foreign silver coin.....	.....	.....	42	2,800	42	2,070	.....	.....
Mexican silver coin.....	.....	.....	191,611	5,806,402	25,026	758,356	.....	.....
Sulphide of silver.....	18,699	254,104	.....	74,006	.....	.....	.....	.....
Total.....	664,215	1,335,304	2,928,733	7,257,572	42,668	1,607,221	197,260	55,075
Garlic.....	94,226	13,745	26	5	.....	.....	.....	.....
Sugar.....	3,052	1,100	10	3	159	60	.....	.....
Coffee.....	11,059,391	4,827,467	863,118	360,393	936,332	479,735	1,206,249	531,506
Rubber.....	63,818	109,464	1,259	2,446	2,051	3,069	5,003	11,202
Chicle.....	38,923	33,967	7	5	39	25	61	12
Beans.....	1,103,556	98,713	1,485	185	212	41	422	85
Onyx.....	254,671	21,318	75	85	10,797	2,000	12,472	2,150
Goatskins.....	550,911	473,496	.....	.....	1,546	2,180	.....	.....
Hides.....	907,057	309,794	2,700	1,300	14,751	7,422	4,406	1,320
Deerskins.....	25,888	15,990	.....	.....	.....	.....	.....	.....
Jalap.....	45,167	15,465	2,624	1,000	.....	.....	22,280	7,132
Broom root.....	240,003	53,170	20,166	3,800	966,047	297,357	1,514,887	498,407
Cigars, etc.....	16,892	43,033	301,332	670,372	11,224	29,376	15,654	52,965
Leaf tobacco.....	322,636	569,057	89,694	62,298	112,750	58,120	654,754	632,465
Vanilla.....	28,382	962,309	21	1,000	1,279	35,555	4	216
Pease.....	36,671	4,886	.....	.....	.....	.....	154	20
Dyedwood.....	528,967	16,218	888,853	30,319	833,954	23,808	659,490	20,920
Wood.....	1,613,925	54,454	8,775	264	17,505	2,350	975	30
Miscellaneous.....	726,655	179,256	13,861,507	498,486	136,554	160,902	369,498	58,752
Total.....	17,680,793	7,792,901	16,041,652	1,630,961	3,045,210	1,101,996	4,465,304	1,812,134

Export through the port of Veracruz, Mexico, during the fiscal year 1898-99—Cont'd.

Articles.	Spain.		Belgium.		Other countries.		Total.	
	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.
Silver ore							3,540,619	\$1,014,018
Foreign gold coin	10	\$18,800			48	\$28,128	98	67,794
Mexican gold coin							17	11,954
Gold bars							840	229,044
Silver bars							50,787	2,078,554
Foreign silver coin	652	82,698			21	1,207	757	88,890
Mexican silver coin							216,637	6,564,757
Sulphide of silver					542	18,897	24,889	344,006
Total	662	46,408			606	40,232	3,884,144	10,841,807
Garlic					162,776	83,171	267,028	44,921
Sugar	578	110					8,794	1,278
Coffee	250,912	108,453	86	\$40	216,762	115,582	14,581,840	6,423,178
Rubber	950	8,090			122	90	78,203	129,361
Chicle							39,030	84,009
Beans	178,782	15,577			5,848,244	588,282	6,622,703	702,833
Onyx			4,806	400	54	50	282,875	26,008
Goatskins							562,552	476,875
Hides							928,914	819,836
Deerskins							25,888	15,990
Jalap							70,071	23,567
Broom root			6,000	2,400	38,498	8,395	2,780,586	858,529
Cigars, etc.	1,088	8,344	193	220	44,554	60,579	890,887	859,889
Leaf tobacco	2,888	1,254	617,998	768,744	270,368	429,710	2,070,578	2,516,648
Vanilla	8	120					29,689	969,200
Pease	4,866,682	896,726			2,066,128	326,468	6,959,585	1,228,100
Dyewood					417,008	11,844	3,858,272	101,604
Wood							1,641,190	57,096
Miscellaneous	22,829	16,977	964,850	82,928	11,447,177	2,428,726	27,518,065	3,372,028
Total	5,808,602	1,044,651	1,582,928	799,738	20,081,771	3,997,597	68,136,260	18,179,972

## OTHER COUNTRIES IN DETAIL.

Countries.	Articles.	Kilos.	Value.	Total.	
				Kilos.	Value.
Austria	Coffee	30,379	\$18,810		
	Cigars, etc.	1,825	4,600	31,704	\$23,410
Columbian	do	35,856	44,673	35,356	44,673
Denmark	Coffee	48	40		
	Cigars	110	156		
	Leaf tobacco	3,491	2,080	3,649	2,226
Holland	Coffee	120,965	68,375		
	Rubber	122	80		
	Broom root	15,548	2,560		
	Leaf tobacco	234,072	387,296		
Cuba	Miscellaneous	968	430	368,600	468,691
	Foreign gold coin	43	23,128		
	Foreign silver coin	21	1,207		
	Sulphide of silver	542	18,897		
	Garlic	158,094	80,171		
	Coffee	68,775	27,587		
	Beans	5,296,044	581,582		
	Pease	2,018,563	316,468		
	Onyx	96	50		
	Goatskins	94	200		
	Leaf tobacco	32,806	40,384		
	Miscellaneous	10,413,852	2,313,617	17,982,888	3,350,291
Italy	Coffee	1,585	770		
	Dye wood	447,008	11,844		
	Broom root	20,960	5,895		
	Miscellaneous	1,021	2,159	470,564	20,168
Puerto Rico	Pease	17,566	3,000	17,565	3,000
Santo Domingo	Garlic	4,682	1,000		
	Beans	48,200	6,700		
	Pease	30,000	7,000		
	Miscellaneous	1,081,329	109,470	1,114,211	124,170
Venezuela	Cigars	7,763	11,160		
	Miscellaneous	17	60	7,780	11,200
Total				20,082,377	4,087,829

*Résumé of the export during the fiscal year 1898-99, compared with the fiscal year 1897-98.*

Articles.	United States.		England.		France.		Germany.	
	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.
1898-99.								
Gold and silver, and ore containing same .....	664, 215	\$1, 885, 804	2, 928, 738	\$7, 257, 572	42, 668	\$1, 607, 221	197, 260	\$55, 075
Miscellaneous .....	17, 660, 798	7, 792, 901	16, 041, 652	1, 630, 961	3, 045, 210	1, 101, 995	4, 465, 304	1, 812, 134
Total .....	18, 325, 006	9, 128, 205	18, 970, 386	8, 888, 533	3, 087, 878	2, 709, 216	4, 662, 564	1, 867, 209
1897-98.								
Gold and silver, and ore containing same .....	854, 504	1, 240, 175	2, 644, 844	7, 608, 162	23, 521	920, 225	111, 513	83, 322
Miscellaneous .....	20, 288, 825	9, 579, 641	2, 877, 971	1, 099, 906	2, 376, 684	1, 024, 891	5, 829, 996	2, 869, 725
Total .....	20, 642, 829	10, 819, 816	5, 022, 815	8, 708, 070	2, 400, 205	1, 945, 116	5, 941, 509	2, 953, 047

  

Articles.	Spain.		Belgium.		Other countries.		Total.	
	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.	Kilos.	Value.
1898-99.								
Gold and silver, and ore containing same .....	662	\$46, 408	.....	.....	606	\$40, 232	3, 834, 144	\$10, 341, 807
Miscellaneous .....	5, 308, 602	1, 044, 651	1, 582, 928	\$799, 733	20, 081, 771	3, 997, 597	68, 138, 260	18, 179, 972
Total .....	5, 309, 264	1, 091, 064	1, 582, 928	799, 733	20, 082, 377	4, 037, 829	71, 970, 404	28, 521, 779
1897-98.								
Gold and silver, and ore containing same .....	866	86, 717	64, 811	54, 216	73, 881	78, 658	3, 273, 440	10, 016, 475
Miscellaneous .....	2, 748, 934	590, 736	2, 395, 337	718, 542	6, 265, 038	1, 939, 380	42, 277, 280	17, 762, 823
Total .....	2, 744, 800	567, 453	2, 460, 148	772, 758	6, 338, 914	2, 018, 038	45, 550, 720	27, 779, 298

## CENTRAL AMERICA.

### BRITISH HONDURAS.

I submit herewith the annual report on the commerce and conditions of this colony for the year ending June 30, 1899. A careful study of the imports from the several countries listed will readily show where the trade of the United States could and should be increased.

So many reports from all countries have called the attention of our merchants to the necessity of a better system of packing goods that it seems useless to dwell upon the subject; but the claims paid for damaged goods by the steamers running from the United States represent a large item, not to speak of the annoyance and disappointment caused the Belize merchants.

*General imports into the colony of British Honduras in the year 1898.*

Articles.	Countries whence imported.	Value of imports.	Rate of duty and when imposed.
Aerated waters.....	United Kingdom .....	\$1,420	10 per cent ad valorem.
			Ordinances Nos. 1 and 13 of 1895.
	Germany .....	30	Do.
Blinds, doors, and sashes.....	United States .....	5,106	Do.
Bacon and hams.....	United Kingdom .....	133	Do.
	United States .....	20,475	Do.
Books and stationery.....	United Kingdom .....	2,273	Do.
	United States .....	2,307	Do.
	Germany .....	505	Do.
Boots and shoes .....	United Kingdom .....	5,865	Do.
	United States .....	38,848	Do.
	Germany .....	2,588	Do.
	Austria .....	17	Do.
	France .....	71	Do.
	Mexico .....	10	Do.
	Republic of Colombia.....	160	Do.
	Barbados .....	2	Do.
	Honduras .....	98	Do.
	Guatemala .....	692	Do.
Brush ware.....	United Kingdom .....	192	Do.
	United States .....	1,194	Do.
Butter.....	United Kingdom .....	2,822	Do.
	United States .....	20,364	Do.
	France .....	105	Do.
	Honduras .....	4	Do.
Clothing.....	United Kingdom .....	26,952	Do.
	United States .....	8,457	Do.
	Germany .....	101	Do.
	France .....	264	Do.
	Japan .....	134	Do.
	Jamaica .....	25	Do.
Copper .....	United Kingdom .....	177	Do.
	United States .....	61	Do.
	Honduras .....	4	Do.
Cheese.....	United Kingdom .....	2,097	Do.
	United States .....	7,824	Do.
	France .....	41	Do.
	Holland .....	49	Do.
	Honduras .....	86	Do.
	Guatemala .....	163	Do.
Confectionery .....	United Kingdom .....	2,297	Do.
	United States .....	925	Do.
Cotton goods .....	United Kingdom .....	90,078	Do.
	United States .....	66,618	Do.
	France .....	10	Do.
	Germany .....	1,799	Do.
	Republic of Colombia.....	75	Do.
Drugs and chemicals.....	United Kingdom .....	3,958	Do.
	United States .....	9,727	Do.
	Germany .....	1,439	Do.
	France .....	138	Do.
	Norway .....	8	Do.
	Mexico .....	253	Do.
	Honduras .....	10	Do.
Earthen and glassware.....	United Kingdom .....	2,327	Do.
	United States .....	5,368	Do.
	Germany .....	1,547	Do.
	Norway .....	2	Do.
	Jamaica .....	45	Do.
	Demerara .....	9	Do.
	Guatemala .....	66	Do.
	Honduras .....	6	Do.
	Cuba .....	25	Do.
Furniture .....	United Kingdom .....	1,040	Do.
	United States .....	5,360	Do.
	Germany .....	90	Do.
	Norway .....	3	Do.
	Grenada .....	70	Do.
	Republic of Colombia.....	1	Do.
Guns and pistols.....	United Kingdom .....	692	Do.
	United States .....	802	Do.
	Germany .....	70	Do.
	Belgium .....	573	Do.
Hardware and cutlery.....	United Kingdom .....	17,577	Do.
	United States .....	18,061	Do.
	Germany .....	599	Do.
	Norway .....	19	Do.
	Mexico .....	121	Do.
	Guatemala .....	30	Do.
Hats .....	United Kingdom .....	10,021	Do.
	United States .....	4,197	Do.
	Honduras .....	3,138	Do.



*General imports into the colony of British Honduras in the year 1898—Continued.*

Articles.	Countries whence imported.	Value of imports.	Rate of duty and when imposed.
Hats.....	Guatemala.....	\$178	10 per cent ad valorem. Ordinances Nos. 1 and 18 of 1896.
	Mexico.....	168	Do.
	Republic of Colombia.....	6	Do.
Lamps and lamp ware.....	United Kingdom.....	1,667	Do.
	United States.....	2,902	Do.
	Norway.....	2	Do.
Leather, unmanufactured.....	Germany.....	124	Do.
	United Kingdom.....	81	Do.
	United States.....	1,739	Do.
	Mexico.....	24	Do.
Matches.....	Guatemala.....	8	Do.
	United Kingdom.....	271	Do.
	United States.....	3,638	Do.
Jewellery and plate.....	United Kingdom.....	1,179	Do.
	United States.....	2,890	Do.
	Mexico.....	17	Do.
	Guatemala.....	96	Do.
	Germany.....	15	Do.
	Jamaica.....	10	Do.
Musical instruments.....	Honduras.....	58	Do.
	United Kingdom.....	2,609	Do.
	United States.....	2,083	Do.
	France.....	101	Do.
	Germany.....	1,236	Do.
	Mexico.....	139	Do.
Paints.....	United Kingdom.....	6,956	Do.
	United States.....	1,845	Do.
Perfumery.....	United Kingdom.....	3,815	Do.
	United States.....	4,210	Do.
	Republic of Colombia.....	194	Do.
	Germany.....	656	Do.
	France.....	293	Do.
Provisions.....	Barbados.....	126	Do.
	United Kingdom.....	74,557	Do.
	United States.....	62,614	Do.
	Barbados.....	393	Do.
	Jamaica.....	14	Do.
	Guatemala.....	200	Do.
	Honduras.....	242	Do.
	Nicaragua.....	2	Do.
	Germany.....	131	Do.
	Norway.....	11	Do.
	Mexico.....	153	Do.
Rope and twine.....	Cuba.....	23	Do.
	United Kingdom.....	3,117	Do.
	United States.....	4,058	Do.
	Norway.....	12	Do.
	Mexico.....	4	Do.
Saddlery and harness.....	United Kingdom.....	3,517	Do.
	United States.....	903	Do.
	Mexico.....	191	Do.
	Honduras.....	5	Do.
	Guatemala.....	33	Do.
Sewing machines.....	United Kingdom.....	40	Do.
	United States.....	2,904	Do.
	Germany.....	35	Do.
Ships chandlery.....	United Kingdom.....	8	Do.
	United States.....	643	Do.
	Norway.....	252	Do.
Shot and ammunition.....	United Kingdom.....	1,868	Do.
	United States.....	1,188	Do.
Silks.....	United Kingdom.....	3,372	Do.
	United States.....	657	Do.
	China.....	2,972	Do.
	Germany.....	43	Do.
Sundries.....	Japan.....	1,249	Do.
	United Kingdom.....	11,056	Do.
	United States.....	7,518	Do.
	Germany.....	1,321	Do.
	St. Thomas.....	15	Do.
	Mexico.....	292	Do.
	Honduras.....	172	Do.
	Guatemala.....	60	Do.
	Norway.....	130	Do.
	France.....	114	Do.
	Barbados.....	89	Do.
	Jamaica.....	13	Do.
	Demerara.....	46	Do.
Toys.....	United Kingdom.....	711	Do.
	United States.....	1,127	Do.
	Germany.....	360	Do.

*General imports into the colony of British Honduras in the year 1898—Continued.*

Articles.	Countries whence imported.	Value of imports.	Rate of duty and when imposed.
Toys.....	France .....	\$21	10 per cent ad valorem. Ordinances Nos. 1 and 13 of 1895.
	Mexico .....	12	Do.
Trucks and carts .....	United States.....	63	Do.
Wood and wicker ware.....	United Kingdom.....	357	Do.
	United States.....	1,550	Do.
	Germany .....	55	Do.
	Jamaica .....	2	Do.
	Honduras .....	4	Do.
	Guatemala .....	1	Do.
Woolen goods .....	United Kingdom.....	13,493	Do.
	Germany .....	457	Do.
	United States.....	225	Do.

[Ordinance Nos. 1 and 13 of 1895 and No. 12 of 1897.]

Beef and pork.....	United Kingdom.....	\$16	\$1 per barrel.
	United States.....	62,660	
	Honduras .....	14	
Beer, porter, cider, and perry .....	United Kingdom.....	5,198	25 cents per gallon.
	United States.....	9,830	
	Mexico .....	2	
	Germany .....	237	
Candles (tallow) .....	United States.....	487	1 cent per pound.
Candles (other) .....	United Kingdom.....	601	
	United States.....	2,664	
	Germany .....	278	2 cents per pound.
Cigars .....	United Kingdom.....	459	
	United States.....	1,037	
	Mexico .....	3,324	
	Cuba .....	431	
	Guatemala .....	82	
	Honduras .....	335	
	Jamaica .....	317	\$6 per M.
Cigarettes .....	United Kingdom.....	519	
	United States.....	2,109	
	Canada .....	149	
	Mexico .....	75	
	Jamaica .....	96	
	Cuba .....	17	75 cents per M.
Coffee.....	United States.....	2,324	
	Germany .....	63	
	Jamaica .....	29	
	Honduras .....	5,666	
	Guatemala .....	6,929	
	Mexico .....	3	2 cents per pound.
Cocoa.....	United Kingdom.....	432	
	Mexico .....	20	3 cents per pound.
Flour .....	United States.....	86,293	
	Norway .....	8	50 cents per barrel.
Gunpowder.....	United Kingdom.....	11,915	
	United States.....	360	5 cents per pound.
Hay and oats.....	do .....	4,929	10 cents per 100 pounds.
Lard.....	do .....	11,726	
	Honduras .....	54	
	Guatemala .....	28	1 cent per pound.
Lumber (dressed) .....	United States.....	15,079	\$1.50 per M. feet.
Lumber (rough).....	do .....	10,619	\$1 per M. feet.
Oils, mineral .....	do .....	19,110	
	Norway .....	8	3 cents per gallon.
Oils, other (not in bottle) .....	United Kingdom.....	2,150	
	United States.....	690	
	Norway .....	7	
	Honduras .....	22	
	Cuba .....	2	6 cents per gallon.
Opium.....	United Kingdom.....	41	
	United States.....	23	
	Germany .....	20	\$2 per pound.
Soap.....	United Kingdom.....	16,166	
	United States.....	6,415	
	Jamaica .....	26	25 cents per 100 pounds.
Spirits:			
Brandy.....	United Kingdom.....	4,178	
	United States.....	1	
	France .....	2,424	
	Germany .....	202	\$2.50 per gallon.
Cordials .....	United Kingdom.....	456	
	United States.....	79	
	Germany .....	926	
	France .....	453	

*General imports into the colony of British Honduras in the year 1898—Continued.*

Articles.	Countries whence imported.	Value of imports.	Rate of duty and when imposed.
<b>Spirits—Continued.</b>			
Cordials .....	Holland .....	\$85	\$2.50 per gallon.
Gins .....	Honduras .....	7	
	United Kingdom .....	1,979	
	United States .....	1	
	Germany .....	846	Do.
	Holland .....	54	
	Switzerland .....	8	
	United Kingdom .....	1	
Rum .....	France .....	86	Do.
	Mexico .....	7	
	United Kingdom .....	4,811	
	Canada .....	1,155	
Whisky .....	France .....	25	Do.
	Germany .....	396	
	United States .....	1,037	
Other .....	do .....	26	
	Germany .....	2	Do.
	Honduras .....	1	
<b>Sugar:</b>			
Refined .....	United Kingdom .....	420	2 cents per pound.
	United States .....	5,937	
	Germany .....	2,437	
	Norway .....	6	
Unrefined .....	United Kingdom .....	33	1½ cents per pound.
	United States .....	541	
	Mexico .....	1	
	Honduras .....	5	
Tea .....	Guatemala .....	3	5 cents per pound.
	United Kingdom .....	6,178	
	United States .....	416	50 cents per pound.
<b>Tobacco:</b>			
Cut .....	United Kingdom .....	408	
	United States .....	467	
Raw .....	do .....	12,558	
	Mexico .....	65	8 cents per pound.
	Honduras .....	101	
	Guatemala .....	68	
<b>Wines:</b>			
Sparkling .....	United Kingdom .....	600	\$1.50 per gallon.
	France .....	437	
	Germany .....	37	
	United Kingdom .....	5,881	
Still .....	United States .....	1,106	50 cents per gallon.
	Germany .....	820	
	France .....	899	
	Spain .....	47	
	Cuba .....	4	\$3.00 each.
	Mexico .....	3	
	Honduras .....		
	United States .....	260	
Revolvers .....	do .....	177	Duty free—Ordinances Nos. 1 and 18 of 1896.
Rifles .....	do .....	661	
Agricultural implements .....	do .....		
<b>Animals:</b>			
Cattle .....	Honduras .....	34,954	Do.
	Guatemala .....	175	Do.
	Nicaragua .....	250	Do.
Horses and mules .....	United States .....	5,837	Do.
	Nicaragua .....	20	Do.
	Honduras .....	1,770	Do.
Hogs .....	do .....	276	Do.
	Nicaragua .....	2	Do.
Turtle .....	Mexico .....	3,265	Do.
	Guatemala .....	61	Do.
	Honduras .....	358	Do.
Other .....	United Kingdom .....	24	Do.
	United States .....	133	Do.
	Mexico .....	30	Do.
	Honduras .....	15	Do.
	Nicaragua .....	2	Do.
Fowls .....	United States .....	2,064	Do.
	Honduras .....	81	Do.
	Guatemala .....	38	Do.
Asbestos paint .....	United Kingdom .....	71	Do.
Books, printed .....	do .....	2,076	Do.
	United States .....	1,581	Do.
	Mexico .....	28	Do.
Bread, and navy pilot .....	United Kingdom .....	340	Do.
	United States .....	5,527	Do.
	Norway .....	5	Do.
Bricks, roofing .....	United Kingdom .....	507	Do.
Slates and tiles .....	United States .....	967	Do.
Bullion and coin .....	United Kingdom .....	1,944	Do.

*General imports into the colony of British Honduras in the year 1898—Continued.*

Articles.	Countries whence imported.	Value of imports.	Rate of duty and when imposed.
Bullion and coin .....	United States .....	\$67,895	Duty free—Ordinances Nos. 1 and 13 of 1895.
Cane, bills, etc .....	Honduras .....	2,360	Do.
Cement and lime .....	United Kingdom .....	94	Do.
Church vestments, etc .....	United States .....	28	Do.
Coal and coke .....	United Kingdom .....	1,268	Do.
Cocoanuts .....	United States .....	286	Do.
Fish, salted .....	United Kingdom .....	110	Do.
Fruits, fresh .....	United States .....	124	Do.
Hides and skins, raw .....	United Kingdom .....	302	Do.
Ice .....	United States .....	2,480	Do.
Indian corn .....	Mexico .....	41	Do.
Iron buildings .....	Honduras .....	98	Do.
Iron fencing .....	United States .....	6,764	Do.
Iron roofing .....	Canada .....	100	Do.
Machinery .....	Mexico .....	669	Do.
Maps and charts .....	United States .....	1,902	Do.
Meat, fresh .....	Mexico .....	66	Do.
Pitch and tar .....	Honduras .....	49	Do.
Plants, seeds, bulbs, and roots .....	do .....	1,256	Do.
Plants, etc., for railways, etc. ....	Nicaragua .....	23	Do.
Pumps for raising water .....	Guatemala .....	128	Do.
Logwood .....	Mexico .....	56	Do.
Rice .....	United States .....	550	Do.
Rubber, unmanufactured .....	do .....	11,279	Do.
Salt .....	United Kingdom .....	5,557	Do.
School appliances .....	United States .....	357	Do.
Shooks, staves, etc .....	do .....	1,149	Do.
Sponges, raw .....	United Kingdom .....	8,602	Do.
Tanks or vats .....	United States .....	50	Do.
Tombstones, etc .....	United Kingdom .....	1,833	Do.
Tortoise shell .....	United States .....	4,675	Do.
Trucks for mahogany works .....	United Kingdom .....	117	Do.
Vegetables, fresh .....	United States .....	223	Do.
Vessels .....	United Kingdom .....	47	Do.
Government stores .....	United States .....	652	Do.
	do .....	172	Do.
	Jamaica .....	7	Do.
	Honduras .....	1,591	Do.
	Guatemala .....	317	Do.
	United Kingdom .....	47	Do.
	United States .....	301	Do.
	do .....	159	Do.
	Mexico .....	6,180	Do.
	United Kingdom .....	26,004	Do.
	United States .....	2,984	Do.
	Norway .....	4	Do.
	Honduras .....	6,586	Do.
	Guatemala .....	384	Do.
	United Kingdom .....	1,892	Do.
	United States .....	121	Do.
	Norway .....	1	Do.
	Mexico .....	715	Do.
	United Kingdom .....	162	Do.
	United States .....	42	Do.
	United Kingdom .....	75	Do.
	United States .....	252	Do.
	Mexico .....	35	Do.
	Honduras .....	10	Do.
	United Kingdom .....	237	Do.
	United States .....	2,372	Do.
	Norway .....	216	Do.
	United Kingdom .....	250	Do.
	United States .....	524	Do.
	Mexico .....	1,348	Do.
	Honduras .....	1,200	Do.
	Guatemala .....	4	Do.
	United Kingdom .....	464	Do.
	United States .....	21	Do.
	United Kingdom .....	791	Do.
	United States .....	6,715	Do.
	Honduras .....	275	Do.
	Guatemala .....	46	Do.
	Cuba .....	41	Do.
	Mexico .....	42	Do.
	Norway .....	4	Do.
	United States .....	65	Do.
	Norway .....	66	Do.
	Honduras .....	77	Do.
	United Kingdom .....	18,040	Do.
	United States .....	2,687	Do.
	Total .....	1,248,910	

*Total value, in dollars currency, of the imports and exports of the colony of British Honduras, from and to each country, in the year 1898.*

Countries.	Total imports.	Exports.		
		Produce and manufactures of the colony.	British, foreign and other colonial produce and manufactures.	Total.
United Kingdom .....	\$420,127	\$683,619	\$169,554	\$853,173
British colonies:				
Barbados .....	610			
Canada .....	1,404			
Demerara .....	55			
Grenada .....	70			
Jamaica .....	584		581	581
Total .....	2,728		581	531
Foreign countries:				
Austria .....	17			
Belgium .....	573			
China .....	2,972			
Colombia .....	436			
Cuba .....	543	1,026	102	1,128
France .....	5,482	57,439	28,006	85,444
Germany .....	18,965	21,619	2,928	24,547
Guatemala .....	9,740		6,186	6,186
Holland .....	138	15,996		15,996
Honduras .....	60,918	8,668	89,212	42,880
Japan .....	1,383			
Mexico .....	17,238	14	6,908	6,922
Nicaragua .....	299	19	1,966	1,966
Norway .....	759			
Russia .....		19,474		19,474
Spain .....	47			
St. Thomas .....	15			
Switzerland .....	8			
United States .....	706,472	142,390	71,987	214,327
Total .....	826,060	271,645	157,244	428,889
United Kingdom .....	420,127	683,619	169,554	853,173
British colonies .....	2,728		581	581
Foreign countries .....	826,060	271,645	157,244	428,889
Grand total .....	1,248,910	955,264	327,829	1,282,593

*Summary of the total value of the imports and exports of the colony of British Honduras in the year 1898.*

Classes.	Imports.	Exports.		
		Home produce.	Foreign produce.	Total.
Live animals, food, drink, and narcotics .....	\$591,900	\$104,129	\$28,598	\$132,727
Raw materials, other .....	42,806	851,185	214,096	1,065,281
Manufactured materials:				
Textile .....	241,987		16,823	16,823
Metal .....	89,152		8,868	8,868
Other .....	211,364		6,423	6,423
Coin, bullion, and specie of all kinds .....	71,699		52,521	52,521
Total .....	1,248,910	955,264	327,829	1,282,593

#### SHIPPING.

During the war with Spain, no vessels flying the flag of the United States were seen in these waters, but after peace was declared the regular mail steamers from New Orleans resumed their weekly service. The *Breakwater* and *Stillwater* are both under the American flag.

With the exception of an occasional schooner with lumber from some of our Southern ports, the above-mentioned steamers are the only vessels coming here under our flag. There is a fortnightly steamer from Mobile (Norwegian) and one every five weeks from New York, also under the flag of Norway. The export of mahogany and logwood is carried on largely by sailing vessels, and these are generally also under the Norwegian flag. Steamers are now coming out from Europe, sometimes in ballast, to take up the trade as the sailing ships disappear.

During the present year, the revenues of the colony were so deficient that an export duty of \$1.50 per thousand was placed on mahogany and a rate of 50 cents per ton on logwood. It is estimated that this duty will bring in over \$15,000 per annum.

#### RAILWAY.

The subject of most interest now is whether or not the colony will have a railway from the sea to and into Guatemala.<sup>1</sup> It has so far progressed that the contract is being considered in London, and if signed by the would-be promoters and approved by the secretary of state for the colonies, work will at once begin. It is estimated that a land tax of as little as 1 cent per acre on the surveyed lands of the colony will provide for the sinking fund that will be required. The whole energy of this government is directed to bringing about the building of this road. There is much opposition to it from the large landed interests, but I am quite certain that the year 1900 will see a railway in British Honduras; and that will mean rails, machinery, and rolling stock for its equipment. These, I am also sure, will come from the United States, and most of the labor will probably be furnished by our gulf ports, for white laborers can not endure the climate of the tropics.

Until the railway is completed this small but most productive colony will be little heard from; but after the interior is accessible and has been developed, Belize should rival any of the seaports of Mexico or of Central America.

W. L. AVERY, *Consul*.

BELIZE, *October 9, 1899.*

#### COSTA RICA.

The population of Costa Rica by the census of 1864 was 120,500, which increased in 1895 to 248,500, and is now fairly stated as approximating 275,000. The following figures are applicable to the fiscal year ending March 31, 1899:

Imports, stated in gold valuation.....	\$4, 258, 896. 04
Exports, stated in gold valuation.....	5, 659, 218. 50

The exports were divided as follows:

Coffee.....	\$4, 209, 569. 15
Bananas.....	923, 090. 26
Timber and dyewoods.....	345, 439. 04
Precious metals.....	48, 788. 30
Various exports.....	132, 331. 81

<sup>1</sup> See Advance Sheets of Consular Reports No. 663, February 26; Consular Reports No. 235, April, 1900.

The imports of the year 1898 were divided as follows: United States, 44.80 per cent; England, 19.61 per cent; Germany, 15.61 per cent; various, 20.09 per cent.

In the first four months of 1899, the ratio of imports from the United States had increased to 67.25 per cent, owing mainly to the facilities of steam transportation, although it is not pleasant to note that almost exclusively foreign tonnage was employed in this increasing movement of merchandise. The most important imports from the United States consist of flour, machinery, oils, wire and wire fencing, iron pipe, and furniture. The importation of American cotton drilling and prints is also increasing rapidly.

Of the coffee, 56 per cent went to England, 20 per cent to the United States, 16 per cent to Germany, and 4 per cent elsewhere. Of the bananas, about two-thirds were shipped to New Orleans and one-third to Atlantic coast ports of the United States.

#### RAILWAYS.

The Costa Rica Railway, from Port Limon to Alajuela, through San José and other principal cities of the Republic, with branches, has a length of 137½ miles. It carried in the year 1898, 601,198 passengers and approximately 160,000 tons of freight. Of this railway, the Government owns about \$400,000 in shares, gold value, and the remainder is English property. It is well constructed with material imported from England. The ties are of iron and practically indestructible.

The Pacific Railroad will have a length of 58.8 miles from San José to the proposed port of Tivives, at the mouth of the Gulf of Nicoya. It is being constructed by American contractors for account of the Government, with material (except ties) from the United States. There are now completed 9 miles; additional graded, 25 miles; partially graded, 3.8 miles; not commenced, 21 miles. The road is now using one locomotive (wood burner) and numerous flat cars imported from the United States.

Both railways are 3 feet 6 inches in gauge.

#### AGRICULTURE.

The railway from Limon to the interior, after it leaves about 10 miles of banana lands, ascends rapidly, passing the city of Cartago at 5,000 feet elevation, the capital, San José, being 3,860 feet above sea level and consequently on the Pacific slope. It has been an expensive road to construct and runs through beautiful mountain scenery. From San José to the Pacific, the American-built road will run through a mountainous region for about half its length and thence reaches the Pacific over comparatively easy grades, with a maximum of 2½ per cent. Both these roads have, unavoidably, many curves.

It must be remembered that mountainous regions in Central America are not barren like the Rocky Mountains and Sierra Nevada in the United States. The rainfall is generally heavy throughout Costa Rica. The mountains are covered to the summits with vegetation, and, except at the summits, with a soil generally rich. There are running streams in every direction, from which, owing to heavy grades, abundant electric power can be developed. It is a beautiful country, and in its elevated region has a healthy climate. The interior is specially adapted to the growth of coffee, which commands a much higher

price in European markets than the Brazilian product. The Atlantic littoral is equally well adapted to the growth of bananas of an excellent quality. These two articles are, as may be noted herein, its principal products; the latter increasing rapidly, while the present low price of coffee offers little inducement to an increase of production, although, if the landowner is free of mortgage, there is still a fair margin.

Costa Rica needs a diversification of her products, a point which is now engaging the attention of her Government and agriculturists. An excellent quality of cacao, india rubber, and all classes of tropical fruits for export can be added to the production, while the northwestern part of the Republic is well adapted to the cattle industry, the Republic not producing at this time the cattle it consumes. Angora goats might be profitably raised in the mountains, above the elevation suitable for coffee growing. There are also valuable gold and copper mines in the interior of the Republic, this development having but recently commenced with English and American capital.

#### HARBORS.

Costa Rica has excellent harbors on the Pacific, among them Salinas Bay, Port Culebra, and ports on the Gulf of Nicoya. At present, the only one on the Pacific littoral frequently used by foreign shipping is Punta Arenas, connected by rail with the town of Esparita, 15 miles inland, whence there is a good cart road to San José. On the Atlantic the only seaport of note is Limon, where the Government is incurring comparatively large expenditures for sanitary and harbor improvement. The sum of \$765,098 gold has been thus far expended, which has been paid, about half in cash and half in noninterest-bearing bonds, the work being under control of an American contractor. When the projected work has been completed, Limon should be one of the healthiest ports in Central America.

The wharfage facilities being deficient, the English railway corporation is constructing a new steel pier, with depth of water for the largest ships. A moderate supply of fuel for steam purposes is always to be had here, the railway company keeping a reserve stock of English patent fuel (compressed coal blocks) for its own service and for shipping.

The town and shipping are supplied with excellent potable water, brought from the hills back of the harbor in iron piping.

Twenty-six steamships monthly now visit Limon, connecting with ports in the United States, Europe, the Spanish Main, and West India Islands. Eight to ten mail steamships (American, English, and Chilean) now call at Punta Arenas monthly, besides transient steamers and sailing vessels, the latter loading principally hard cabinet and dyewoods, ores, hides, etc., for Europe.

#### GENERAL.

One advantage that Costa Rica has over other Spanish-American republics is the fact that her soil is largely owned by small landowners, who make their homes there, and as small producers are interested in a peaceable life. These people are the backbone of the country—industrious, good citizens, averse to revolutions and political excitement. Considering the small area of the Republic and the still



smaller population, relatively, Costa Rica has reason to congratulate herself upon her advancement. It needs only the commencement of the interoceanic canal to place her and her sister Republic, Nicaragua (also a country of great natural resources), on the highway of the world's commerce. When that times arrives, both Republics will rapidly and securely advance in the path of material welfare and prosperity.

WM. L. MERRY, *Minister*.

SAN JOSÉ, *September 12, 1899.*

#### REPORT FROM CONSULATE AT SAN JOSÉ.

I transmit the following official statement of the source and value of imports into Costa Rica from certain countries for the year 1899:

United States .....	\$2,055,728.89	Chile .....	\$2,061.76
England .....	745,800.69	Guatemala .....	1,809.31
Germany .....	553,792.41	Cuba .....	1,061.80
France .....	225,650.41	Belgium .....	491.12
Spain .....	98,159.65	St. Thomas .....	236.15
Italy .....	72,855.29	Mexico .....	29.67
Colombia .....	19,701.22		
Jamaica .....	18,622.71	Total .....	3,806,036.46
Ecuador .....	10,035.38		

#### Percentage of imports since the year 1894.

Country.	1894.	1895.	1896.	1897.	1898.	1899.
United States .....	33.64	33.85	32.96	33.64	44.80	54.00
England .....	31.77	25.46	29.77	26.92	19.61	19.60
Germany .....	19.21	21.39	21.04	21.01	15.50	14.55
France .....	7.76	7.43	8.92	10.00	10.80	5.90
Spain .....	3.59	6.22	3.88	3.12	3.30	2.60
Italy .....	1.43	1.50	1.70	3.48	1.03	1.91
Other countries .....	2.60	4.15	1.76	1.88	4.98	1.44
	100.00	100.00	100.00	100.00	100.00	100.00

It will be observed that the imports from the United States have steadily increased until they now amount to much more than those from all other nations.

#### BANANAS.

The export of bananas to the United States, which began in 1883, has increased from year to year until in 1899 it nearly reached 3,000,000 bunches.

The following table gives the number of bunches exported in the last seventeen years:

	Bunches.		Bunches.
1883 .....	110,801	1893 .....	1,278,647
1884 .....	420,000	1894 .....	1,374,986
1885 .....	401,183	1895 .....	1,585,817
1886 .....	595,970	1896 .....	1,692,102
1887 .....	889,517	1897 .....	1,932,012
1888 .....	854,588	1898 .....	2,331,036
1889 .....	990,898	1899 .....	2,962,771
1890 .....	1,034,765		
1891 .....	1,133,717	Total .....	20,767,622
1892 .....	1,178,812		

JOHN C. CALDWELL, *Consul*.

SAN JOSÉ, *February 9, 1900.*

## HONDURAS.

I submit the following report, as called for by circular dated July 10, 1899:

## EXPORTS.

The exports from this part of Honduras are not as large as in previous years, on account of the severe storm that passed over the islands of Bonacca and Ruatan, destroying the fruit. From January 1 to June 30 the export was not one-tenth of what it has been in previous years. The following were shipped from this consular district:

Bananas .....	\$9, 618. 46
Cocoanuts .....	21, 581. 80
Plantains .....	3, 191. 66
Other fruits.....	1, 163. 25

Total for six months.....	35, 555. 17
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The exports from the United States have increased during the past year. From January 1 to June 30, there has been imported \$75,000 worth of merchandise of different kinds, and not more than 10 per cent came from other countries. If it were not for the tariff duties, the whole of the import trade would come from the United States. Even when articles are on the free list, the cost of the stamp paper which must be employed is so high that it hampers trade.

## IMPORTS.

The following articles are imported from other countries: Pickles, jams, preserves, vinegar, white lead, linseed oil, candies, and some hardware.

Pickles, jams, preserves, etc., should be put up in attractive style, in not too large-sized bottles. Candies should be put up in air-tight vessels of the best quality, so that, in spite of this climate, they will not run together. White lead must be put up in metal. It should be of good quality and weigh from 25 to 50 pounds a package. Linseed oil also should be in metal, and the package should contain 5 to 10 gallons. There could be a good trade in both oil and lead; also in colored paints, in 1 to 5 pound cans. These articles now come from other countries. Hardware comes in part from the United States, and if our dealers would make more of an effort, they could win the whole trade.

The planters are beginning to use agricultural implements. One has a plow on trial, and if it proves a success there will be a demand for others.

All cereals should be put up in air-tight packages, as those packed in paper soon spoil and become worthless. If corn meal were put up in tin cans of 5 to 10 pounds, there would be a good demand. All required would be to make known where it could be had put up in that way, and the trade would be established. As it is now packed, in barrels, the merchants lose from one-third to one-half of what they buy, as it spoils so readily in this climate. There are complaints from merchants that the salt meats put up in barrels do not run regularly, some being of good quality and others poor, though all bear the same brand and are from the same packer.

## CURRENCY.

The only change in currency is that the value of the peso or sol has advanced, and is now, when sold in large amounts, 43 cents. In the trade of the country it is still valued at 40 cents, and for one silver dollar of the United States you get the same amount as for 2½ pesos or sols. All values are fixed by the American gold dollar as the standard. There is no medium of exchange, as there are no banks in this part of Honduras. The merchants sell their pesos or sols to the fruit vessels, and take drafts on the fruit companies. There has been no material change in the tariff of this country in the last year.

## TRANSPORTATION.

The transportation is effected by steamers and schooners. Freight charges are reasonable and rates have not changed. There are two lines of steamers in the fruit trade, and from two to three vessels run each week. Ceiba is the coast port. There is no restriction on traveling men, except that they are required to obtain passports from consuls of Honduras at the port from which they sail.

Two 50-ton schooners are being built in this district. These are about as large as any vessels used in the coasting trade. They will be used to gather products for steamers. All the coasting vessels belong to the Bay Island district, and number about 150 of all sizes.

The postal rates, both domestic and foreign, are 15 cents silver (6 cents) for each half ounce.

There is no law requiring goods to be marked so as to show in what country they were manufactured or produced. It would greatly benefit the United States trade if a cable were laid from Cuba to the island of Utila and thence to the mainland. The distance from Cuba to the mainland is about 350 miles.

BENJAMIN JOHNSTON, *Consul*.

UTILLA, *August 20, 1899.*

## NICARAGUA.

Business in Nicaragua is gradually improving, but is still far below its normal condition. Coffee, which is the principal export, turned out only about half its regular crop, and was sold at half the price it brought in 1896; slightly better than in 1897. The total crop for 1898 was 10,362,366 pounds, and sold for about 16 cents Nicaraguan currency, or 5½ cents gold, per pound. The crop now being harvested will be more than double last year's.

The production of sugar has greatly increased, from less than enough for home consumption in 1896 to over a million pounds for export in 1898, and 1899 will show a still larger increase.

The United States receives practically all the sugar, which is shipped monthly to San Francisco, Cal., to be refined.

Our increase in the percentage of Nicaragua's trade is remarkable, in view of the fact that less than 3 per cent of the merchants of the country are Americans. The largest and most numerous houses are German, and they are particular to import everything, if possible, from their own country.

In Managua there are four large German business houses, one French wholesale establishment, one English, two Chinese, and four or five native houses, but no American. This proportion is about the

same throughout the cities of Nicaragua, yet our trade has surpassed all others during the last year in both imports and exports.

In 1898, the United States furnished about 37 per cent of the imports, England 31½, Germany 14½, France 11½, and all the rest of the world about 5½ per cent.

The United States also received the largest share of exports or about 30 per cent, England 24, Germany 15½, France 15, and Central America most of the remaining 15½ per cent, Italy and Spain each receiving an insignificant part of the coffee exported.

The United States received over 90 per cent of all the rubber, hides, deerskins, gold, lumber, and all the bananas, but a very small percentage of the coffee. Coffee planters here claim they can not get as good a coffee market in New York or Chicago as they have in Hamburg or London, owing, I suppose, to their product not being well known in the former places, while in the latter it has made something of a reputation. One coffee planter in Matagalpa sold his whole crop for over a shilling (24 cents) a pound in London during the last year, which is about five times as much as was paid in the other markets.

However, in spite of all these things which hinder American trade, our manufacturers and exporters, by extra efforts and superior goods, are gradually taking the lead. American goods are being asked for at the stores, and the trade-mark "American" has come to mean "superior." All kinds of tools, agricultural implements, railway equipments, sewing machines, electrical motors, telegraphic and telephonic outfits, flour, wire, and kerosene oil are of American manufacture. Over 50 per cent of the wines used in this country are from California. Drugs and patent medicines are largely from the United States. Only American bicycles are seen in the markets, and the common laborer demands even at a higher price a machete marked "American." The only complaints of goods from the United States are made in regard to packing for shipment.

Our exporters should use the greatest care in this, that they may not lose the advantage they have gained by the arrival of the goods at their destination in bad condition.

European houses have been accustomed to give longer credits to these merchants and planters than could be obtained in the United States, but having suffered many losses through the bankruptcies that have occurred here during the last three years, they are no longer willing to take such risks or give such long credits, and the merchants, having to trade more on a cash basis, find our market quite as convenient as any other, as will be seen by the following statistics of the imports and exports of Nicaragua:

*Value of goods imported from each country into Nicaragua during the year 1898.*

Countries.	Value in United States gold.	Countries.	Value in United States gold.
United States .....	\$946,402.71	Guatemala.....	\$7,141.55
England .....	806,040.88	Costa Rica .....	8,717.76
Germany .....	877,760.02	Belgium .....	5,967.50
France .....	294,874.20	Peru .....	4,040.00
Salvador .....	100,940.62	Spain .....	2,883.37
Italy .....	25,994.33	Cuba .....	609.62
Honduras .....	14,545.00	Mexico .....	94.60
Colombia .....	10,949.63		
Ecuador .....	8,769.70	Total.....	2,654,220.19
Chile.....	7,969.20		

*Value of principal exports from Nicaragua during the year 1898.*

Articles.	Pounds.	Value in United States gold.	Articles.	Pounds.	Value in United States gold.
Coffee .....	10,362,366	\$567,703.48	Cheese .....	246,452	\$20,387.82
Silver (coin) .....	90,848	249,577.67	Lumber .....	948,734	18,982.81
Gold (dust and bars) ..	8,916	123,785.92	Dye woods .....	330,100	11,695.20
Rubber .....	400,460	136,208.20	Salt .....	1,143,667	11,689.46
Gold (coin) .....	562	70,804.49	Chocolate .....	115,852	9,957.64
Hides .....	1,154,723	59,762.84			
Sugar .....	1,111,026	87,608.59	Total .....		1,389,090.86
Skins .....	167,697	21,076.74			

*Value of exports from Nicaragua by countries.*

Countries.	Value in United States gold.	Countries.	Value in United States gold.
United States .....	\$411,848.65	Colombia .....	\$4,013.00
England .....	830,451.85	Spain .....	1,971.67
Germany .....	213,457.67	Central America .....	178,088.64
France .....	213,865.79	West Indies .....	733.38
Italy .....	27,160.22		
Peru .....	9,014.67	Total .....	1,389,575.59

MANAGUA, *November 20, 1899.*CHESTER DONALDSON, *Consul.*

## WEST INDIES.

### BRITISH WEST INDIES.

#### BAHAMAS.

There was a decided increase in the volume of trade during the year 1898 over previous years, as appears from the subjoined statement:

Exports and imports for—

1898 .....	\$2, 010, 822. 71
1897 .....	1, 630, 740. 05
1896 .....	1, 624, 176. 84
1895 .....	1, 443, 355. 53

#### TRADE WITH THE UNITED STATES.

The conditions of trade between this colony and the United States continue to be most satisfactory, the following figures showing a handsome increase during the past year:

Trade with the United States in—

1898 .....	\$1, 378, 291. 10
1897 .....	1, 191, 489. 05
1896 .....	1, 180, 682. 00

The principal imports from the United States during 1898, with values, are as follows: Beer, \$3,000; bicycles, \$8,000; butter, \$24,000; live cattle, \$11,000; corn meal and hominy, \$34,000; coal, \$10,000; flour, \$140,000; lard, \$11,000; lumber and shingles, \$34,000; meat, salted and fresh, \$50,000; machinery, \$12,000; kerosene oil, \$10,000; preserved fruits and fish, \$36,000; sugar, \$12,000; specie, \$50,000; tobacco, \$20,000; goods, as linens, woollens, cottons, earthenware, glassware, furniture, hardware, etc., paying an ad valorem duty of 25 per cent and so classified, \$287,000. The importations of beer increased by 50 per cent; butter, 10; corn meal and hominy, 20; coal, 200; flour, 18; lard, 15; lumber and shingles, 300; salted meats, 10, and ad valorem goods by nearly 40 per cent.

In the way of exports from the Bahamas, the United States has taken during the year as follows: Bark, \$7,500; grape fruit, \$10,000; oranges, \$15,000; pineapples, \$120,000; preserved fruits, \$27,000; sisal hemp, \$65,000; sponges, \$243,000; shells, \$13,000. The total value of exports from the Bahamas to the United States during 1898 was \$547,257.40, while the imports from the United States reached a valuation of \$831,033.70.

The gratifying condition of trade between this colony and the United States is largely due to the frequency of steam communication between the two countries, and the fact that certain enterprising American firms have made a study of the wants of the people and met the requirements of the situation in an energetic and liberal spirit. The proximity of the islands to the United States is also an important factor in the situation.

## FRUITS.

The fruit crop of 1898 was an average one as to quantity, but rather better prices than usual were realized. Almost a panic prevailed at the outbreak of the Spanish-American war, which came on during the opening of the pineapple season, for fear that Spanish vessels would prevent the marketing of the crop, which always goes forward in American bottoms. These fears proved groundless, the fruit being shipped as usual.

The value of the pineapples exported during the year amounted to \$118,548; of oranges, \$14,896.35; of grape fruit, \$9,671.87; of canned fruit, \$26,167.25.

The growing of fruit in the Bahamas does not seem to be developing, despite the fact that frost is unknown here, while near-by Florida is often subjected to freezing weather. The value of pineapples and oranges shipped during the last decade is not equal to that of twenty years ago, and there are no indications of any increase in the industry. The total fruit crop remains pretty steady from year to year, averaging, as a rule, \$160,000 in value per annum.

## SISAL, OR BAHAMA HEMP.

The culture of sisal advanced signally during 1898, the quantity shipped being 1,251,726 pounds, of a declared value of \$71,537.55. Nearly all went to the United States, the shipments being 1,092,814 pounds, worth \$65,084.62. Good prices were obtained, old plantations were enlarged, and new ones started. This industry is now well established, and sisal already ranks third in value of the exports of the colony, being exceeded only by sponges and fruits. I hold steadily to the opinion, always expressed by me, that sisal cultivation is to become in a few years almost, if not quite, the leading industry of the colony.

## THE SPONGE TRADE.

The sponge business continues to show a steady increase from year to year, and remains the most valuable source of income possessed by the colony. The course of the industry is indicated by the following statement:

Value of sponges shipped in—

1895.....	\$328, 804. 55
1896.....	394, 629. 35
1897.....	438, 525. 18
1898.....	474, 543. 15

Upon the sponge trade depends largely the prosperity of the colony, since no fewer than 500 vessels are engaged in the gathering of sponges, while one-half of the population look to it for their livelihood.

There was a heavy decrease in the trade with the United States during 1898. This was caused by the Spanish-American war and by the fact that sharp competition on the part of European buyers forced prices up to a point where it became unprofitable for American purchasers to invest. This decrease may be noted from the subjoined statement:

Value of sponges shipped to United States in—

1896.....	\$287, 235. 50
1897.....	306, 102. 85
1898.....	243, 120. 60

It is believed that this diminution of trade is but temporary, and that during 1899 we shall probably recover all that we have lost.

#### A WINTER RESORT.

The mild and equable climate of the Bahamas from November to May, inclusive, has for many years made Nassau a favorite winter resort for a limited number of people, and it has long been the expectation of the colonists that some day, under favorable circumstances, their islands would become a celebrated winter sanitarium. The year 1898 witnessed a long stride in this direction, for Mr. Henry M. Flagler, a wealthy citizen of the United States, who has extensive investments in Florida, became interested in Nassau during the year, recognizing its possibilities, and spent considerable money in the colony.

Mr. Flagler has established a regular steamship line between Miami, Fla., and Nassau for winter service, making semi and tri weekly trips during January, February, March, and April of each year, and has contracted with the colonial government for frequent mail service.

He has also purchased the hotel known as the Royal Victoria for the sum of \$50,000, and has bought property adjoining, remodeling and improving the premises in a most satisfactory manner. In addition, he began in December the erection of a fine new hotel, to be styled the "Colonial," to be finished by January, 1900. This will accommodate 700 guests and will be complete in every respect, with all modern improvements and conveniences. Mr. Flagler's investments will represent about \$750,000, including his steamship line.

With a climate unsurpassed during the winter months, easily reached in fifteen hours from Florida by model steamers, with choice and extensive hotel accommodations on arrival, there seems to be abundant justification for the belief that Nassau is about to take her place among the most noted winter resorts of this part of the world.

This large investment of American capital, likely to be followed by others, will give a fresh impetus to trade with the United States, and be an additional tie to bind together two countries between which there already exists much of friendship and good will.

THOS. J. McLAIN, *Consul*.

NASSAU, *May 5, 1899.*



*Imports at the Bahamas for the year ending December 31, 1898.*

Articles.	Quantity.	Value.	Amount of duties.	Whence imported.
Apples.....barrels..	152	\$492.00	\$92.46	United States.
Beer:				
In wood.....gallons..	5,282	2,169.78	1,286.70	Great Britain.
In bottles...dozen quarts..	3,968	5,848.55	1,927.18	Great Britain, United States.
Beans and pease.....bushels..	1,348	1,907.71	163.00	United States.
Biscuit and bread....barrels..	451	1,158.86	219.00	Do.
Bicycles.....number.....	282	8,452.15	282.25	United States, Great Britain.
Brandy.....gallons.....	801	948.96	520.65	Great Britain.
Butter.....pounds.....	129,949	24,187.15	4,842.81	United States, Canada.
Candles.....do.....	20,266	1,460.00	486.65	United States, Great Britain.
Cattle.....number.....	160	10,720.90	783.50	United States.
Cheese.....pounds.....	85,814	8,829.90	1,090.10	United States, Great Britain.
Cigars.....number.....	34,060	1,002.65	340.65	United States, West Indies.
Coffee.....pounds.....	189,992	9,652.95	2,788.12	United States, Great Britain, West Indies.
Copper and yellow metal, pounds.	14,630	1,860.00	267.65	United States, Great Britain.
Corn.....bushels.....	8,186	8,586.08	992.76	United States.
Corn meal and hominy, barrels.	15,366	88,890.45	7,474.80	Do.
Coal.....tons.....	2,228	10,492.17	-----	Do.
Electrical apparatus.....	-----	8,104.82	-----	Do.
Fish, dried and salted, pounds.	39,812	1,401.55	389.32	Do.
Flour, wheat and rye, barrels.	84,228	140,544.52	34,805.20	Do.
Gin and other unenumerated spirits, gallons.	11,760	7,611.15	15,407.88	Holland, Great Britain.
Hay.....pounds.....	250,215	1,756.95	608.31	United States.
Ice.....tons.....	922	1,596.25	-----	Do.
Lard.....pounds.....	243,144	10,901.28	4,929.91	Do.
Lumber.....feet.....	2,469,494	27,992.00	6,107.45	Do.
Laths and crate ends, bundles.	8,519	1,868.90	-----	Do.
Meat:				
Salted.....pounds.....	789,564	49,910.85	10,804.28	Do.
Fresh, and poultry..do.....	82,999	4,842.30	811.45	Do.
Machinery.....	-----	14,682.23	-----	United States, Great Britain.
Manures.....pounds.....	1,729	9,868.80	-----	United States.
Metal roofing.....	-----	2,009.86	-----	United States, Great Britain.
Nails, iron.....pounds.....	121,590	2,638.20	856.65	Do.
Oil:				
Kerosene.....gallons.....	95,219	9,908.20	7,722.96	United States.
Other.....do.....	10,065	4,214.40	1,425.90	United States, Great Britain.
Printed books.....	-----	4,214.40	-----	Do.
Oats and bran.....bushels.....	15,562	6,292.40	1,898.12	United States.
Rice.....pounds.....	1,715,077	85,525.50	8,860.91	Great Britain, United States.
Rum.....gallons.....	18,507	8,769.43	27,291.33	West Indies.
Shingles.....number.....	1,269,060	5,684.07	1,119.80	United States.
Soap.....pounds.....	205,893	6,448.15	8,007.60	United States, Great Britain.
Sugar:				
Refined.....do.....	847,804	13,982.80	7,085.70	Do.
Unrefined.....do.....	878,648	23,118.70	11,762.66	Great Britain, United States, West Indies.
Specie.....	-----	65,288.96	-----	United States, Great Britain.
Tea.....pounds.....	9,083	8,099.96	2,234.80	Do.
Tobacco:				
Manufactured.....do.....	75,706	15,207.81	9,868.01	Do.
Unmanufactured.....do.....	44,716	6,186.65	2,720.37	United States.
Turtle shell.....do.....	1,088	8,927.26	-----	United States, West Indies.
Vegetables.....barrels.....	2,098	5,848.46	1,017.10	United States.
Whisky.....gallons.....	8,102	5,168.85	8,654.70	United States, Great Britain.
Wine.....do.....	2,949	8,844.50	2,447.80	Do.
Preserved fruit, fish and meats.	-----	54,650.80	13,611.60	Great Britain, United States.
Various merchandise, as cottons, linens, woollens, silks, earthenware, glassware, furniture, hardware, etc., paying an ad valorem duty of 25 per centum.	-----	468,799.67	106,069.70	United States, Great Britain, Holland, Canada, Germany, West Indies.
Various sundries.....	-----	8,527.35	14,400.77	-----
<b>Total.....</b>	-----	<b>1,159,866.52</b>	<b>809,366.82</b>	-----

*Exports from the Bahamas for the year ending December 31, 1898.*

Articles.	Quantity.	Value, including costs and charges.	Whither exported.
Bark .....	pounds. 124,217	\$7,494.41	United States.
Cotton .....	do. 10,782	685.90	Great Britain.
Coffee .....	bags. 5,345	18,025.60	United States.
Fruit:			
Grape fruit .....	number. 215,289	9,674.87	Do.
Oranges .....	do. 2,258,478	14,896.85	Do.
Pineapples .....	do. 4,197,620	115,548.00	Do.
Mixed .....	do. 8,177.82	Do.	Do.
Canned .....	cases. 85,629	26,167.25	United States, Great Britain.
Hides .....	number. 2,889	2,910.16	United States.
Hemp, sisal .....	pounds. 1,251,726	71,537.55	United States, Great Britain.
Provisions and dry goods .....	do. 27,232.98	Do.	Cuba, Hayti.
Salt .....	bushels. 46,408	8,878.80	United States, Jamaica.
Shells and marine curios .....	do. 8,776.40	Do.	United States, Germany.
Sugar, unrefined .....	bags. 1,355	14,434.50	United States.
Sponges .....	pounds. 1,209,685	474,543.15	United States, Great Britain, France, Germany, Holland, Canada.
Tobacco .....	do. 7,543.07	Do.	Haiti.
Turtle shell .....	pounds. 8,795	35,889.38	Great Britain, United States.
Woods .....	do. 8,766.65	Do.	Great Britain.
Yellow metal .....	pounds. 78,013	8,464.95	United States.
Sundries .....	do. 8,797.65	Do.	Various countries.
Total .....		850,956.19	

*Imports and exports between the Bahama Islands and the United States for the year 1898.*

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Apples .....	barrels. 152	\$491.50		
Beer:				
Wood .....	gallons. 1,306	811.45		
Bottles .....	dozen quarts. 2,012	2,827.43		
Beans and peas .....	bushels. 1,882	2,661.49		
Biscuit and bread .....	barrels. 441	1,124.16		
Bicycles .....	number. 229	8,821.71		
Butter .....	pounds. 126,751	28,587.92		
Candles .....	do. 4,875	488.55		
Cattle .....	number. 4,160	10,720.90		
Cheese .....	pounds. 82,486	8,401.69		
Coffee .....	{ pounds. 58,947	4,608.70		
	{ bags. 5,345		5,345	\$18,025.97
Copper and yellow metal .....	pounds. 18,647	1,751.94	54,746	2,584.00
Corn .....	bushels. 8,050	8,528.21		
Corn meal and hominy .....	barrels. 15,366	33,890.30		
Coal .....	tons. 2,228	10,497.05		
Electrical apparatus .....	do. 8,085.48			
Fish, dried and salt .....	pounds. 39,812	1,401.55		
Flour, wheat and rye .....	barrels. 84,213	140,476.88		
Hay .....	pounds. 250,215	1,756.85		
Ice .....	tons. 922	1,598.28		
Lard .....	pounds. 243,096	10,414.81		
Lumber .....	feet. 2,450,894	27,855.95		
Laths and crate ends .....	bundles. 8,519	1,859.58		
Meat:				
Salted and cured .....	pounds. 732,015	46,085.75		
Fresh, and poultry .....	do. 82,300	4,885.96		
Machinery .....	do. 11,494.72			
Manures .....	barrels. 1,729	9,368.30		
Nails, iron .....	pounds. 112,600	2,418.65		
Oats and bran .....	bushels. 15,562	6,292.40		
Oil:				
Kerosene .....	gallons. 94,818	9,869.26		
Other .....	do. 8,001	2,141.28		
Preserved fruits and fish .....	do. 35,656.90			
Printed books .....	do. 1,679.00			
Rice .....	pounds. 185,498	4,272.78		
Shingles .....	number. 1,269,050	5,684.07		
Soap .....	pounds. 188,419	5,878.86		
Sugar:				
Refined .....	do. 190,285	9,183.08		
Unrefined .....	{ pounds. 78,862	2,219.12		
	{ bags. 1,355		1,355	14,434.08
Spars .....	number. 185	1,012.28		

*Imports and exports between the Bahama Islands and the United States for the year 1898—*  
Continued.

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Specie .....		\$50,692.62		
Sundries .....		14,649.81		
Tea .....				\$2,160.10
Tobacco:				
Manufactured .....	4,124	1,445.35		
Unmanufactured .....	74,214	14,443.77		
Whisky .....	44,716	6,136.65		
Wines .....	117	423.25		
do. ....	646	744.57		
Various, such as cotton, linen, woolen, and silk goods; earthenware, glassware, furniture, tinware, hard- ware, etc., paying an ad valorem duty of 25 per cent.		287,507.95		
Bark .....			124,217	7,494.41
Fruits:				
Grape fruit .....	number.		215,239	9,674.60
Oranges .....	do.		2,253,478	14,896.35
Pineapples .....	do.		4,197,620	113,548.00
Sundry kinds .....				1,873.65
Preserved .....	cases.		85,459	26,444.56
Hides .....	number.		2,889	2,910.16
Salt .....	bushels.		87,923	8,007.50
Shells and marine curios.				2,661.17
Seal hemp .....	pounds.		1,092,314	65,084.62
Sponges .....	do.		691,170	243,120.60
Turtle:				
Live .....	do.		13,878	1,296.12
Shell .....	do.		3,106	12,756.12
Vegetables .....				515.84
Total .....		831,083.70		547,257.40

## NAVIGATION.

## ENTERED.

Flag.	From or to—	Steamers.		Sailing.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
British .....	United Kingdom .....	2	7,741			2	7,741
	United States .....	61	99,197	115	9,464	176	108,661
	British West Indies .....	11	17,962	53	2,750	64	20,702
	Mexico .....	2	2,417			2	2,417
	Malta .....	1	2,116			1	2,116
	Haiti .....	11	11,962	39	864	50	12,826
	South America .....	7	17,177			7	17,177
	Spanish West Indies .....	3	4,049	7	539	10	4,588
	Central America .....	3	18,609			3	18,609
	Santo Domingo .....			2	207	2	207
American .....	United States .....	68	88,092	68	8,900	126	96,992
	British West Indies .....			2	851	2	851
	Spanish West Indies .....	19	34,066	2	710	21	34,776
	Haiti .....	7	11,075			7	11,075
	Canada .....			1	148	1	148
Norwegian .....	South America .....			1	346	1	346
	Italy .....	1	302			1	302
	Mexico .....	1	895			1	895
	British West Indies .....	1	578			1	578
	United States .....	7	3,076			7	3,076
German .....	Mexico .....	3	4,722			3	4,722
	British West Indies .....	1	1,080			1	1,080
	United States .....	15	15,964			15	15,964
	Haiti .....	5	3,750			5	3,750
Dominican .....	Haiti .....			4	53	4	53
	United States .....	1	662			1	662
Swedish .....	Spanish West Indies .....			5	102	5	102
Spanish .....	British West Indies .....			2	36	2	36
Haytian .....	Haiti .....			71	1,318	71	1,318
	Spanish West Indies .....			2	88	2	88
	British West Indies .....			1	15	1	15
Total .....		220	345,502	375	26,376	595	371,878

## CLEARED.

Flag.	From or to—	Steamers.		Sailing.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
British .....	United States.....	50	76,152	115	10,781	165	86,933
	British West Indies.....	21	47,807	52	1,477	73	49,284
	Mexico.....	4	5,177	1	887	5	6,014
	Haiti.....	16	24,556	40	597	56	25,153
	South America.....	3	6,197	1	159	4	6,356
	Spanish West Indies.....	2	1,811	5	240	7	2,051
	Central America.....	5	19,540	.....	.....	5	19,540
	Dominion of Canada.....	.....	.....	4	361	4	361
	Spanish Honduras.....	.....	.....	1	73	1	73
	Santo Domingo.....	.....	.....	1	43	1	43
	United States.....	61	96,049	70	9,647	131	105,696
American .....	British West Indies.....	.....	.....	1	156	1	156
	Spanish West Indies.....	11	19,275	1	177	12	19,452
	Haiti.....	11	15,456	2	116	13	15,572
Norwegian .....	Haiti.....	1	440	.....	.....	1	440
	Mexico.....	1	895	.....	.....	1	895
	British West Indies.....	1	863	.....	.....	1	863
	United States.....	7	2,985	1	346	8	3,331
	Mexico.....	3	5,278	.....	.....	3	5,278
German .....	Spanish West Indies.....	1	1,450	.....	.....	1	1,450
	United States.....	11	11,752	.....	.....	11	11,752
	Haiti.....	9	7,410	.....	.....	9	7,410
	Haiti.....	.....	.....	2	38	2	38
Dominican .....	Spanish West Indies.....	.....	.....	1	10	1	10
	Santo Domingo.....	.....	.....	1	10	1	10
	Haiti.....	1	662	.....	.....	1	662
Swedish .....	Spanish West Indies.....	.....	.....	5	102	5	102
Spanish .....	Haiti.....	.....	.....	73	1,881	73	1,881
Haytian .....	British West Indies.....	.....	.....	1	15	1	15
Total .....	.....	219	343,235	378	26,409	597	369,644

## TRADE IN 1899.

In reply to Department circular of July 10, 1899, requesting a report on the industries and commerce of my consular district for the year ended June 30, 1899, I submit the following:

Having reported the course of business in this colony for the year 1898, I am unable to add anything of importance for that period, and no very reliable statistics for the first half of 1899 are yet available, since official reports are presented only annually, covering the calendar year.

The trade of the colony never shows sudden fluctuations, as it is very small, isolated, and the people are engaged in such quiet pursuits as agriculture, fruit culture, making of salt, and gathering of sponges.

## IMPORTS AND EXPORTS.

The imports of the Bahamas during the first half of 1899 were considerably higher than the average, by reason of the fact that about \$200,000 worth of building material was imported, to be used upon the new hotel being erected here by an American citizen, as described in my report above referred to. This material, it is needless to say, was entirely of the growth and manufacture of the United States.

I think a safe estimate of the export and import trade of the colony, during the year ended June 30, 1899, would be \$2,200,000. The exports were made up of sponges, pineapples, sisal hemp, oranges, grape fruit, salt, shells, and dye and cabinet woods.

The imports from the United States during the year consisted of beer, bicycles, boots and shoes, dry goods of all sorts, furniture, hardware, lumber, live cattle, ice, machinery, provisions of all kinds, ready-made clothing, and tobacco.

No railroads exist here, and the soil is too rocky for the use of agricultural machinery; hence little in these lines of goods can be sold.

Shipbuilding goes on in a small way, vessels of an average of 30 tons being built, mostly for catching turtles and fish and for gathering sponges. The materials used in their construction come from the United States.

The raising and shipping of sisal fiber is rapidly extending, and the machinery needed in this industry is all furnished by our manufacturers.

#### BANK.

There is but one banking institution in the colony, the Bank of Nassau, located at the capital, but it furnishes all needed facilities in this line, having ample capital and being managed in a careful and accommodating manner. The circulating medium of the Bahamas is made up principally of American gold and paper money and British silver. About one half is American gold. The Bank of Nassau has issued \$24,000 in its own bills, which also enter into circulation. All American money is at par with British gold, except our silver, which is discounted 4 per cent.

#### LAWS AND REGULATIONS.

Customs and port regulations, tariff rates, harbor facilities and conditions, telegraphic service, freight or passenger rates, quarantine regulations, trade-marks or patent or copyright laws, and laws requiring goods to show country of origin, have undergone no changes worthy of note since my last report.

#### PACKING.

There is no call for any change in the way of packing and shipping merchandise to this colony from the United States. Our shippers look carefully after this matter, and the present practices are entirely satisfactory. The same methods are required as in making a shipment of goods by sea from New York to, say, New Orleans.

In respect to the width, count, and weight of cotton textiles consumed in the Bahamas, they can be said to be simply duplicates of what are used in our own Gulf States.

#### TRADE WITH THE UNITED STATES.

For many years, both the export and the import trade of the Bahamas has been slowly but steadily drifting from Great Britain to the United States, until we have now from 75 to 80 per cent of it. The reasons for this are easily understood by one conversant with the situation. The United States is not far away. We have three regular steamers a month between New York and Nassau (time of transit, three days and a half), and a semiweekly one between Miami, Fla., and Nassau (time of trip, fifteen hours) for three months of the year, with numerous sailing vessels plying to our Southern ports the year round. Exchange is low and plentiful; freight charges and fares are cheap. New York merchants have studied the needs of the colonists, and fill orders carefully and promptly

In addition to this, American goods are very popular; their style, finish, and quality easily surpass those of Great Britain. As the United States further furnishes a good market for all colonial exports, the proceeds are naturally at once invested in American food and manufactures.

## HOTELS.

The new hotel (see previous report) under construction by Mr. Flagler is two-thirds completed, and will be finished in time for next winter's season.

THOS. J. McLAIN, *Consul*.

NASSAU, *August 26, 1899.*

## BARBADOS.

Notwithstanding the timidity among shippers occasioned by the war between the United States and Spain, which necessarily affected shipping interests throughout the West Indies, and the severe hurricane in September, the condition of trade and commerce in Barbados during the year ended December 31, 1898, was on the whole very encouraging.

The total exports from Barbados in 1898 amounted to \$3,745,134.54, being an excess over 1897 of \$64,319.54. The total imports rose in 1898 to \$5,156,771.63, being an increase over 1897 of \$113,276.63.

The revenue of the colony in 1898 was \$913,410.86, while the total expenditure amounted to \$927,200.64, showing a deficiency of \$13,789.78. This deficiency may be attributed to loans made in aid of the sufferers from the hurricane of September.

## TRADE WITH UNITED STATES.

Trade with the United States shows an increase of \$150,487.16 in the imports of the island, and a decrease of \$143,986.26 in exports. The exports of sugar to the United States decreased \$136,849, and of manjack, \$5,046.75. The exports of sugar to Canada increased \$112,430. The decrease in exportation of manjack was due principally to low prices and small demand. The yield from the mines shows no decrease.

The importation of provisions, grain, wood, staves, etc., from the United States during the year shows a substantial increase over 1897. In some articles, there was a decrease. Reference to the comparative table below of imports from the United States will show the items of increase and decrease. The value of textiles imported from the United States was \$9,640, as against \$676,785, imported from Great Britain. The table gives some of the articles embraced under the general head of textiles. It is obvious that there is room for our American exporters to improve our trade here in many particulars. American hats, clothing, and general haberdashery are not found in the stores. Excepting a small supply of canned tomatoes and corn, United States canned meats, vegetables, and fruits are not on sale here.

I repeat the suggestion made in former reports, that our exporters must send reliable and well-equipped representatives here if they wish

to put their products on this market. Correspondence, circulars, and price lists are of no particular avail. It must be clearly demonstrated to the merchants by personal interviews, samples, etc., that the articles offered for sale are better and cheaper than those purchased in other countries before they can be induced to change their business customs and traditions. I believe that there is a good market here for many articles of American manufacture, if proper efforts are made to gain it.

#### SHIPPING.

The total number of vessels entered at this port in 1898 was 1,843, a decrease from 1897 of 552. The number of American vessels entered was 121, being 43 less than in the preceding year. This decrease was due to the war between the United States and Spain.

#### RAILWAY.

The Barbados Railway Company, which in my last annual report<sup>1</sup> I stated had suspended operations, has since been purchased at a judicial sale by the bondholders and is now in active operation. Four locomotives have been purchased from the Baldwin Locomotive Company, at Philadelphia, and the rails purchased are also of United States manufacture. A new narrow-gauge road has been built on the old line, and other extensions are under consideration. New rolling stock will be imported. It is believed that in a very short time the planters will be able to transport their sugar and molasses by the improved road. For visitors, the railroad will be a great convenience, giving easy access to a portion of the island of great beauty, but rugged and difficult to travel.

#### OIL ENTERPRISE.

The Barbados Oil Company has purchased pumps of American manufacture and expects shortly to have them placed. The plan contemplates the construction and laying of pipes for a distance of about 10 miles, to the point of shipment. So far as I am informed, no oil has yet been produced in quantities for shipping, but the company is confident of a large yield when the arrangements are completed.

#### HURRICANE.

The hurricane of September 10 and 11 was disastrous to life and property. The number of lives lost was 97. Many persons were injured, most of the fruit trees were destroyed, and the loss in that particular is irreparable. Many of the houses were blown down and most of the large trees were either lifted out of the ground or broken in two. The foliage of the trees left standing was completely stripped off. The stone bridges spanning the river were badly damaged; one of them has not yet been repaired. Portions of the wharves were undermined and carried away. Four vessels were anchored in the bay, and although every precaution was taken, they were driven to sea. The ship *Loando* and the barks *Laplant* and *Grace Lynwood* went ashore at St. Vincent, and though their crews were saved the vessels

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<sup>1</sup>Commercial Relations, 1898, Vol. I.

became a total loss. Many local vessels and lighters and the steam crane and dredger were driven to sea and have not been heard from. For several days, the roads were obstructed and traffic and travel were very difficult. There were much suffering and destitution among the poorer classes, thousands of whom were without food or shelter. Liberal donations of food and money were made by all classes of the people who could possibly give, even at a large sacrifice, and after a few days the worst conditions were dispelled.

The local legislature contributed by loan from the waterworks fund £12,000; from the general revenue, £1,645 10s. 10d., and from the Mansion House fund, £18,000. The Imperial Government gave £40,000; private subscriptions amounted to £1,819 13s. 3d. and from other colonies £5,542 12s. 7d. or a total of about \$394,867.89. I estimate the loss to property and crops at \$600,000.

Large importations of food supplies and of lumber and shingles were made, and the appearance of the island is much improved. It will be some time, however, before the sugar estates and houses can be restored.

## GENERAL.

The establishment here of a station of the Weather Bureau is highly appreciated by the public.

The health of the island is good.

## STATISTICS.

*Imports and exports, 1898.*

Imports .....	\$5, 156, 771. 63
Imports from United States .....	1, 959, 827. 16
Exports .....	3, 745, 134. 54
Exports to United States.....	2, 003, 698. 74

*Revenue and expenditure.*

Revenue.....	\$913, 410. 86
Expenditure .....	929, 200. 64

*Shipping.*

Number of sailing vessels entered in 1898.....	1, 434
Number of steamers entered in 1898.....	409
Total.....	1, 843

*Number of sailing vessels of each nationality entered in 1898.*

Nationality.	Number.	Nationality.	Number.
British .....	1, 296	Dutch .....	51
American .....	122	Russian .....	26
French .....	17	Spanish .....	1
German .....	24	Portuguese .....	4
Italian .....	42	Venezuelan .....	15
Norwegian .....	197	Brazilian .....	4
Swedish .....	21	Greek .....	1
Danish .....	18		
Austrian .....	4	Total.....	1, 848



*Value of some of the principal articles exported to the United States in 1898.*

Articles.	Value.
Manjak .....	\$6,920.75
Sugar .....	1,901,760.50
Molasses .....	14,280.75
Total .....	1,922,942.00

*Comparative value of some of the principal articles imported from the United States in 1897 and 1898.*

Articles.	1897	1898
<b>Animals:</b>		
Sheep and goats .....	\$40,187.87	\$6,280.30
Horses .....	16,460.00	5,900.15
Mules .....	27,838.94	30,325.10
Arrowroot .....	8,764.00	4,635.00
Bacon and hams .....	14,891.25	21,515.24
Beef, salted or pickled .....	58,639.34	44,515.10
Books .....	1,653.10	700.85
Bran and pollard .....	26,245.12	36,669.50
Bread .....	97,705.94	132,280.25
Butter .....	1,661.44	12,185.10
Oleomargarine .....	47,885.00	58,585.05
<b>Candles:</b>		
Sperm .....	164.20	75.54
Tallow .....	1,227.32	1,840.06
Carriages .....	27,600.50	17,080.02
Cheese .....	6,410.00	6,230.80
Chemical manufactures .....	1,701.56	976.00
Clocks .....	840.00	475.00
Cocoa, prepared .....	2,150.00	3,580.00
Coffee .....	15,006.20	16,560.00
Confectionery .....	530.20	635.00
Cordage .....	4,540.25	3,060.00
Twines .....	390.20	369.60
Corn .....	75,825.00	77,630.60
Corn meal .....	122,825.41	152,645.24
Cotton manufactures .....	9,900.00	5,405.00
Drugs .....	5,595.27	8,395.25
Extracts, essences, etc. ....	968.20	1,175.20
Farinaceous substances .....	7,060.00	5,445.20
<b>Fish:</b>		
Dried and salted .....	74,480.01	76,530.00
Pickled, trout, etc. ....	1,440.26	360.00
Pickled, other than trout ..	2,335.25	2,950.00
Cured .....	4,320.25	6,445.00
Flour .....	284,400.60	310,155.73
Grain .....	30,470.55	68,450.04
Hay .....	28,070.26	5,500.25
Iron nails, spikes, etc. ....	18,557.20	27,875.24
Iron and steel manufactures ..	17,003.20	11,260.80
Sewing machines .....	885.00	985.29
Lard and compounds .....	23,700.00	28,605.00
Leather .....	2,395.00	2,000.15
Leather boots and shoes .....	3,690.16	4,020.08
<b>Liquors:</b>		
Malt in bottles .....	1,190.26	2,188.05
Spirits, brandy, etc. ....	530.19	430.00
<b>Machinery:</b>		
For boring for petroleum .....	4,320.08	9,620.14
For manufacturing ice .....	850.12	502.00
For manufacturing tobacco ..	200.13	1,010.00
For railways .....	.....	4,695.19
<b>Manures:</b>		
Nitrate of soda .....	.....	28,665.13
Unenumerated .....	12,015.10	4,614.00
Matches .....	2,230.75	1,280.10
Meat, preserved .....	5,260.20	7,755.14
Milk, condensed .....	194.15	960.00
Musical instruments .....	488.96	740.00
Oats .....	81,025.92	100,765.18
Oil meal .....	56,597.16	77,770.16
Oil, cotton seed .....	2,870.49	27,960.11
<b>Paper:</b>		
Printing .....	590.00	2,205.19
Wrapping .....	6,445.00	6,680.10
Perfumery .....	4,610.14	7,510.09

*Comparative value of some of the principal articles imported from the United States in 1897 and 1898—Continued.*

Articles.	1897	1898
Petroleum .....	\$28,554.40	\$39,610.06
Pork, salted .....	55,110.70	153,145.07
Soap .....	5,055.20	1,850.18
Sugar, refined .....	3,520.13	1,905.06
Tobacco:		
Manufactured .....	8,245.00	5,175.10
Leaf .....	6,515.00	8,545.16
Cigars .....	3,210.00	11,938.07
Wood:		
White pine, spruce, etc. ....	17,775.16	15,900.00
Pitch pine .....	31,965.00	94,160.24
Staves .....	30,540.00	118,830.24
Shingles .....	10,325.00	4,785.06

*Comparative value of certain textiles imported from the United States and Great Britain in 1898.*

Articles.	United States.	Great Britain.
Cotton manufactures .....	\$5,405.05	\$522,735.12
Dyestuffs .....	85.09	1,665.17
Hats and bonnets .....	6.72	23,853.13
Lace and articles thereof .....	9.24	7,245.04
Linen manufactures .....	245.05	16,635.06
Silk manufactures .....	58.18	10,445.18
Woolen manufactures .....	370.07	109,070.12

S. A. MACALLISTER, *Consul.*

BARBADOS, June 7, 1899.

#### SUPPLEMENTARY.

In compliance with the instructions contained in the Department's circular of July 10, I present herewith the following supplementary report on the commerce and industries of Barbados for the six months ended June 30, 1899.

Detailed statistics are difficult to obtain at this period from the local records, as the manner in which they are kept does not admit of accurate calculations until the end of the year. I have, however, endeavored to familiarize myself with the trade conditions of the past half year, and give as comprehensive a summary as is possible under the circumstances.

After the hurricane of September 10, 1898, it was feared that the growing crop of sugar cane would be seriously affected, and the output of sugar in 1899 be considerably less than in the preceding year. I am pleased, however, to be able to report that while there can be no doubt that considerable damage was done by the hurricane, it did not realize the disastrous results at first predicted.

During the half year, 31,521 hogsheads of sugar and 22,035 puncheons of molasses were exported, as compared with 39,771 hogsheads of sugar and 26,585 puncheons of molasses in the corresponding period of 1898. Of this quantity, 30,813 hogsheads of sugar and 311 puncheons of molasses went to the United States, being a decrease of the exports to that place, compared with 1898, of 7,653 hogsheads of sugar and 1,250 puncheons of molasses.

On the other hand, I find that the value of the exports to the United States in the first six months of 1899 exceeded those of 1898 by \$195,944.75. This is due to the higher prices which have prevailed here this year. In 1898, the average price of sugar was \$1.60 per 100 pounds. In 1899, it averaged \$2.20. There has also been a decided increase in the price of molasses, which in 1898 brought as little as 6 cents per gallon and this year rose to 20 cents. It must also be remembered that the crop this year was exported later than that of last year, and therefore the figures given above, showing the quantities exported for the first six months, must not necessarily be taken as proving that the crop of this year will be much less than that of last. Indeed, present figures indicate that it will probably be only about 2,000 tons behind.

The exportation of molasses to the United States has steadily decreased during the last three years, more than three-fourths of the amount shipped being sent to Canada.

It appears to be the prevailing opinion of those best qualified to judge, that the increase in prices this year has been the salvation of the island, as a repetition of the prices which prevailed in 1898 would have meant the abandonment of more than two-thirds of the sugar estates, with loss of employment to thousands of the laboring class, and the creation of a difficult social problem. Grave fears are entertained for the future, even if the market remains firm, should the products of Puerto Rico be admitted into the United States free of duty. The United States alone provides a market for Barbados sugar (the amount shipped to Great Britain and Canada being insignificant), and with large exportations from Puerto Rico going into the United States free of duty, to compete with those from Barbados paying a heavy tariff, it is feared that the latter, in spite of reciprocity conventions, would be forced out of the market.

For many years, local optimists have lived in hopes of a counter-vailing duty being placed by Great Britain on European bounty manufactured sugar, which would enable West Indian sugar to compete in the British market on even terms, but each year appears to bring the hoped for-enactment no nearer.

The mining for manjack is still continued with success. During the last six months, all exported went to the United States. The average value of the article here varies from \$15 to \$30 per ton, according to quality, and as I understand it is sold for \$70 to \$80 per ton in the United States, it would appear to be a profitable business.

Although I am unable to present figures showing the exact amount of the imports for the half year, yet a careful scrutiny of the official records indicates that the average quantity came into the island. The hurricane in September, 1898, necessitated large importations of lumber and shingles in the early part of 1899. Canada appears, however, to have been the chief supplier of these articles. The importation of food stuffs from the United States also derived a decided impetus from the same cause. Former reports from this consulate have emphasized the fact that the United States supplies this island with every necessity of life, while the luxuries come from Great Britain. The attorney-general reminded the inhabitants very forcibly of this fact when the debate on the proposed reciprocity convention with the United States took place in the house of assembly, in May last. He called to the attention of the other members of the house that they must "look to

the fact that nearly every article imported into Barbados was the product of the soil or industry of the United States."

The shipping of the colony shows a decrease commensurate with that of 1898. In that year the cause was attributed to the war between the United States and Spain. This year there has been no war, but the decrease continues. Perhaps the real reason is the decadence of sailing vessels, hundreds of which make Barbados a port of call. Each day steam makes the old sailing ship more obsolete, and unless the people here recognize that fact quickly, and provide proper and efficient coaling facilities and reasonable quarantine regulations, there can be little doubt that the future of Barbados as a shipping port will be in jeopardy.

In the month of May, the island entered into a reciprocity convention with the United States. The main terms are to the effect that certain articles the product of the island shall be admitted into the United States at a reduction of 12 per cent on the rates of duty imposed by the United States customs tariff. These articles are cane sugars and molasses, fresh vegetables and fruit, and asphalt or man-jack. On the other hand, it is provided that certain articles the product of the United States shall be admitted into this country free, others at an ad valorem duty of 5 per cent, and others at specific duties. The articles admitted free are bran, candles of tallow, carts and vehicles, clocks, corn brooms, corn or maize, cotton-seed oil, cycles and parts, eggs, hay, horses, lamps, machinery for electric lighting, mules, pitch and tar, resin, tallow, wire fencing. It is estimated that under this convention the United States will concede \$204,393 and Barbados \$121,666.50 duty, or a gain to this place of \$82,726.50.

In summing up, it may be said that the trade of the island for the six months ended June 30 presented a fairly healthy condition. That this was, however, due to the unexpected increase in the prices of sugar and molasses I have already pointed out, and statistics for this period can not, therefore, be taken as a gauge for the future. The United States has continued to be the universal supplier and buyer, and though in textiles Great Britain holds the market, in almost all other branches the United States has obtained complete control and now holds them without opposition.

ARTHUR B. ST. HILL,  
*Vice-Consul.*

BARBADOS, *September 10, 1899.*

BERMUDA.<sup>1</sup>

In conformity with instructions from the Department of State, dated July 10, I submit returns of maritime movements, exports and imports, for the twelve months ending December 31, 1898 (no later figures being obtainable), from data furnished by the colonial customs authorities.

*Exports from Bermuda for the calendar year 1898.*

To Great Britain .....	\$19,665.53	
To Dominion of Canada .....	10,404.58	
To British West Indies .....	14,000.93	
		\$44,071.04
To the United States, as per returns of consular invoice book .....	435,691.77	
To additional, not passing the consular book, specie, etc. .	74,548.16	
		510,237.93
Total of all exports .....		554,308.97

*Imports into Bermuda for the calendar year 1898.*

From Great Britain .....	\$511,143.09	
From Dominion of Canada .....	148,968.43	
From British West Indies .....	51,200.45	
		\$711,311.97
From United States:		
Biscuits (bread) .....	12,370.64	
Butter .....	55,950.15	
Cheese .....	11,129.69	
Coffee and cocoa .....	6,710.90	
Confectionery .....	5,119.56	
Fish, preserved .....	6,866.63	
Flour .....	95,991.71	
Canned fruit and meats .....	25,544.26	
Groceries .....	29,242.80	
Lard .....	4,817.84	
Pease and beans .....	4,374.98	
Potatoes .....	4,491.78	
Poultry and meats .....	31,204.00	
Provisions .....	69,702.88	
Sugar .....	3,056.16	
Soap and starch .....	8,920.29	
Building and box material .....	10,034.73	
Bicycles .....	34,542.42	
Cigars and cigarettes .....	3,761.81	
Clothing .....	5,241.22	
Cotton goods .....	30,225.83	
Coal .....	22,298.30	
Drugs .....	14,098.25	
Fertilizers .....	30,736.81	
Furniture .....	13,056.82	
Gasoline and naphtha .....	778.64	
Hay .....	9,022.49	
Meal and feed .....	40,727.74	
Oats .....	21,967.38	
Horses .....	6,799.03	
Hardware .....	21,295.81	
Jewelry and plated ware .....	5,859.27	
Leather, manufactured .....	38,625.41	
Lumber .....	19,991.58	
Machinery .....	6,706.04	
Oil, kerosene .....	20,234.91	
Sheep, oxen, and cows .....	120,728.13	
Spirits .....	3,834.88	
Miscellaneous, not classified .....	143,089.70	
		999,131.28

Total imports from all sources ..... 1,710,443.25

<sup>1</sup>Classed with the British West Indies for trade reasons.

As will be seen, the excess of imports from the United States over those from other countries was \$287,819.31.

The returns of navigation show:

	Steamers.		Sailing vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Arrivals.....	167	217,977	44	16,618	211	234,595
Clearances.....	168	219,373	42	17,988	210	237,361

Although I can furnish no statistics for 1899, on account of the system of keeping returns at the custom-house, I can say, judging from the activity in commercial circles, that the present year's trade promises to be in excess of that of last year.

Comparing United States trade with that of foreign countries, it will be seen that we are doing a large business, even in lines of goods that it was supposed to be to the advantage of the importer to buy outside of the United States.

In packing and invoicing, transportation, and customs dues there have been no changes during the year. In transportation methods, however, there will presently be an improvement. The Quebec Steamship Company now purposes to run a steamer every five days, beginning December 1, and to continue six months. Rates of passage and freights are known to all shippers, as this is the only steam line running between the United States and Bermuda.

Commercial travelers are as free to do business here as at home. No passports are required.

Credits, time and terms, are arranged on the same system that obtains in the United States.

The pound sterling is valued at \$4.80 in ordinary trading.

In payment of accounts, outside of Bermuda, rates are made as the parties may agree.

W. MAXWELL GREENE, *Consul*.

HAMILTON, *October 20, 1899.*

*Imports into Bermuda for the year ended December 31, 1898.*

Description.	Quantity.	Value.	Amount of duties.
FROM GREAT BRITAIN.			
Butter.....		\$0.73	5 per cent ad valorem.
Bread..... Packages.....	222	3,804.35	Do.
Building material.....do.....	3,125	6,798.50	Do.
Clothing.....do.....	212	30,707.62	Do.
Cotton goods.....do.....	356	44,956.73	Do.
Drugs.....do.....	432	7,260.82	Do.
Earthenware.....do.....	237	3,971.06	Do.
Fancy goods.....do.....	327	14,472.97	Do.
Fish, preserved.....do.....	1,221	6,521.11	Do.
Glassware.....do.....	2,148	6,968.83	Do.
Groceries.....do.....	733	5,119.56	Do.
Hardware.....do.....	472	6,268.05	Do.
Jewelry and plated ware.....do.....	153	10,427.04	Do.
Leather manufactures.....do.....	157	12,006.66	Do.
Machinery.....do.....	78	3,664.47	Do.
Metal manufactures.....do.....	527	3,708.27	Do.
Oil paints.....do.....	1,076	5,309.35	Do.
Oilman's stores.....do.....	5,136	31,593.32	Do.
Provisions.....do.....		914.90	Do.
Rice.....do.....		5,002.76	Do.

*Imports into Bermuda for the year ended December 31, 1898—Continued.*

Description.	Quantity.	Value.	Amount of duties.
<b>FROM GREAT BRITAIN—continued.</b>			
Silk goods..... packages	132	\$19,193.48	5 per cent ad valorem.
Soap and starch..... do	1,113	3,421.11	Do.
Stationery..... do	158	5,552.68	Do.
Sugar.....		21,354.20	
Tea.....		6,277.79	
Woolen goods..... packages	511	73,099.70	
Miscellaneous.....		32,647.68	5 per cent ad valorem.
Books..... packages	68	1,573.43	Free.
Spirits..... gallons	8,239	16,621.77	5s. per gallon.
Bicycles..... number	11	1,635.81	10s. each
Cigars.....		1,469.63	15s. per thousand.
Cigarettes.....		2,886.83	1s. 6d. per pound
Malt liquor..... hogsheads	5,976	97,831.25	20 per cent per hhd.
	dozen.		
Tobacco.....		2,744.71	6d. per pound.
Wine..... bottles	604	12,841.44	20 per cent ad valorem.
Miscellaneous.....		5,070.90	Free, etc.
<b>Total from Great Britain</b> .....		<b>611,143.09</b>	
<b>FROM THE DOMINION OF CANADA.</b>			
Bread..... packages	41	827.30	
Box material.....		11,255.22	5 per cent ad valorem.
Butter.....		11,494.67	Do.
Cheese.....		3,221.32	Do.
Cotton goods..... packages	14	510.98	Do.
Clothing..... do	42	340.66	Do.
Drugs..... do	214	1,299.62	Do.
Fish, preserved..... do	4,279	12,847.56	Do.
Fruits, canned..... do	110	467.18	Do.
Flour..... do	2,101	9,178.22	Do.
Feed..... do	9,590	6,180.99	Do.
Furniture..... do	426	2,199.66	Do.
Miscellaneous.....		11,616.07	Do.
Hay..... packages	8,806	5,250.95	Do.
Leather manufactures.....	284	8,457.98	Do.
Lumber..... feet	79,488	1,206.89	Do.
Oats..... bushels	54,581	17,071.68	Do.
Potatoes..... packages	12,629	15,913.45	Do.
Poultry and meats..... do	800	1,902.80	Do.
Paper..... do	378	1,445.35	Do.
Sheep..... number	558	2,773.77	Do.
Soap and starch..... packages	414	788.37	Do.
Sugar.....		944.10	Do.
Vegetables..... packages	1,113	1,839.54	Do.
Books..... do	23	855.25	Free.
Bicycles..... number	26	213.99	10s. each.
Spirits..... gallons	1,321	3,000.00	5s. per gallon.
Cigars..... number	3,390	1,167.96	15s. per thousand.
Cigarettes.....		1,956.83	1s. 6d. per pound.
Coal..... tons	88	131.40	Free.
Horses..... head	51	4,584.24	£1 per head.
Oxen and cows..... head	65	4,175.46	4s. per head.
Miscellaneous.....		4,358.15	Various.
<b>Total from Dominion of Canada</b> .....		<b>148,968.43</b>	
<b>FROM THE UNITED STATES.</b>			
Bread.....	4,842	12,370.64	5 per cent ad valorem.
Building material.....	2,906	9,489.67	Do.
Butter.....		55,950.15	Do.
Box material..... packages	10,000	545.05	Do.
Cheese.....		11,129.69	Do.
Clothing..... packages	120	5,241.22	Do.
Coffee and cocoa.....		6,710.90	Do.
Confectionery..... packages	1,061	5,119.56	Do.
Cotton goods.....		30,225.83	Do.
Drugs..... do	1,496	14,098.25	Do.
Fertilizers..... do	18,812	30,736.81	Do.
Fish, preserved..... do	1,452	6,866.68	Do.
Flour..... do	20,564	95,991.71	Do.
Fruit and meat, canned..... do	6,659	25,544.23	Do.
Furniture..... do	1,857	18,056.82	Do.
Groceries..... do	6,355	29,242.30	Do.
Gasoline and naphtha..... gallons	11,180	9,775.64	Do.
Hay..... packages	13,496	9,022.49	Do.
Hardware.....	4,464	21,235.80	Do.
Jewelry and plated ware..... do	193	5,859.27	Do.
Lard.....		4,817.33	Do.

*Imports into Bermuda for the year ended December 31, 1898—Continued.*

Description.	Quantity.	Value.	Amount of duties.
<b>FROM THE UNITED STATES—continued.</b>			
Leather manufactures.....	packages.. 1,418	\$38,625.41	5 per cent ad valorem.
Lumber.....	feet.. 1,151,907	19,991.58	Do.
Machinery.....	packages.. 807	6,706.04	Do.
Meal and feed.....	do.. 64,900	40,727.74	Do.
Oil, kerosene.....	gallons.. 220,902	20,284.91	Do.
Oats.....	buahels.. 67,549	21,967.88	Do.
Pease and beans.....	packages.. 1,553	4,874.98	Do.
Potatoes.....	do.. 2,159	4,491.78	Do.
Poultry and meats.....		31,209.00	Do.
Provisions.....		69,702.88	Do.
Sheep.....	number.. 1,808	11,819.48	Do.
Soap and starch.....		8,920.29	Do.
Sugar.....		3,056.16	Do.
Miscellaneous.....		107,288.19	Do.
Bicycles.....	number.. 882	34,542.42	10s. each.
Spirits.....	gallons.. 3,889	3,834.80	5s. per gallon.
Cigars and cigarettes.....		3,761.80	15s. per thousand; 1s. 6d. per pound.
Coal.....	tons.. 8,391	22,296.30	Free.
Oxen and cows.....	head.. 1,664	109,408.65	4s. per head.
Horses.....	do.. 57	6,779.08	£1 per head.
Miscellaneous.....		35,851.51	Various.
Total from the United States.....		999,131.38	
<b>FROM THE WEST INDIA ISLANDS.</b>			
Sugar.....	tons.. 330	28,320.00	5 per cent ad valorem
Spirits.....	gallons.. 1,700	4,186.45	5s. per gallon.
Miscellaneous.....		18,744.00	Various.
Total from the West India Islands.....		51,200.45	

*Exports from Bermuda for the year ending December 31, 1898.*

[Compiled by the colonial customs authorities.]

Description.	Quantity reduced to United States measurement.	Value, including costs and charges, reduced to United States currency.
<b>TO GREAT BRITAIN.</b>		
Arrowroot.....		\$6,069.22
Bulbs.....	packages.. 624	5,815.46
Hides.....	do.. 919	3,815.33
Skins.....		418.65
Tallow.....		2,997.76
Miscellaneous.....		588.98
Total to Great Britain.....		19,665.52
<b>TO DOMINION OF CANADA.</b>		
Bulbs.....	packages.. 40	291.99
Cask, empty.....	do.. 1,351	1,813.95
Groceries.....	do.. 39	165.46
Hides.....	do.. 472	1,970.98
Iron and metal.....	tons.. 186	1,081.60
Onions.....	packages.. 4,265	3,868.96
Potatoes.....	do.. 28	77.86
Skins.....	do.. 1,094	428.25
Tomatoes.....	do.. 166	77.86
Vegetables.....	do.. 85	68.13
Miscellaneous.....		1,109.56
Total to Dominion of Canada.....		10,404.57
<b>TO THE UNITED STATES.</b>		
Arrowroot.....	packages..	1,685.14
Beets.....	do.. 135	87.59
Bulbs.....	do.. 7,510	75,197.15
Casks, empty.....	number.. 2,712	1,567.01
Fruit, fresh.....	packages.. 25	180.06



*Exports from Bermuda for the year ending December 31, 1898—Continued.*

Description.	Quantity reduced to United States measurement.	Value including costs and charges, reduced to United States currency.
<b>TO THE UNITED STATES—continued.</b>		
Flowers, cut.....do.....	1,706	\$1,737.34
Horses.....head.....	6	583.98
Hides.....packages.....	324	1,567.01
Metal, old.....		189.79
Onions.....packages.....	289,358	284,072.20
Potatoes.....do.....	21,869	92,950.15
Miscellaneous.....		6,774.16
Skins.....packages.....	341	131.39
Specie.....		37,472.05
Tallow.....		306.58
Tomatoes.....packages.....	17	9.73
Vegetables.....		5,776.53
Total to the United States.....		510,237.92
<b>TO BRITISH WEST INDIES.</b>		
Arrowroot.....pounds.....	20	4.88
Bulbs.....		4.88
Onions.....		2,842.03
Potatoes.....		5,956.59
Vegetables.....		29.19
Miscellaneous.....		5,168.35
Total to British West Indies.....		14,000.92

*Imports and exports between Bermuda and the United States for the year 1898.*

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Bread (biscuits).....packages..	4,842	\$12,370.64		
Building material.....do.....	2,306	9,489.63		
Butter.....		55,950.15		
Box material.....packages..	10,000	845.05		
Cheese.....		11,129.69		
Clothing.....packages.....	120	5,241.22		
Coffee, cocoa.....		6,710.90		
Confectionery.....packages..	1,061	5,119.56		
Cotton goods.....do.....	714	30,225.83		
Drugs.....do.....	1,496	14,098.25		
Fertilizers.....do.....	18,312	30,736.81		
Fish, preserved.....do.....	1,482	6,866.63		
Flour.....do.....	20,594	95,991.71		
Fruit and meat, canned.....do.....	6,659	25,544.26		
Furniture.....do.....	1,867	13,066.86		
Groceries.....do.....	6,355	29,242.80		
Gasoline and naphtha.....gallons..	11,180	778.64		
Hay.....packages.....	13,496	9,022.49		
Hardware.....do.....	4,464	21,295.80		
Jewelry, plated ware.....do.....	193	5,859.26		
Lard.....		4,817.83		
Leather manufactures.....packages..	1,418	38,625.41		
Lumber.....feet.....	1,151,907	19,991.58		
Machinery.....packages.....	307	6,706.03		
Meal and feed.....		40,727.73		
Oil, kerosene.....packages.....	220,902	20,234.90		
Oats.....bushels.....	67,549	21,967.38		
Peas and beans.....packages.....	1,568	4,374.98		
Potatoes.....do.....	2,159	4,491.77		
Poultry and meats.....		31,208.99		
Provisions.....		69,702.87		
Sheep.....number.....	1,808	11,319.47		
Soap and starch.....packages..	8,708	8,920.29		
Sugar.....		3,066.16		
Miscellaneous.....		107,238.18		
Bicycles.....number.....	862	34,542.42		
Spirits.....gallons.....	8,839	3,834.81		
Cigars and cigarettes.....		3,761.80		
Coals.....tons.....	8,391	22,298.30		
Oxen and cows.....head.....	1,664	109,408.65		
Horses.....do.....	57	6,779.03	6	\$583.98

*Imports and exports between Bermuda and the United States for the year 1898—Cont'd.*

Articles.	Imports.		Exports	
	Amount.	Value.	Amount.	Value.
Miscellaneous.....		\$35,851.51		\$6,774.17
Arrowroot.....				1,685.14
Beets.....	packages		135	87.60
Bulbs.....	do		7,810	75,197.16
Casks, empty.....	do		2,712	1,567.01
Fruit, fresh.....	do		25	180.06
Flowers, cut.....	do		824	1,567.01
Hides.....	do		1,706	1,787.84
Metal, old.....				189.79
Onions.....	packages		289,368	284,072.20
Potatoes.....	do		21,869	92,960.15
Skins.....	do		341	131.40
Specie.....				37,472.06
Tallow.....				306.58
Tomatoes.....	packages		17	9.78
Vegetables.....	do		9,275	5,776.53
Total.....		999,181.88		510,287.92

*Navigation at Bermuda for the year ending December 31, 1898.*

Flag.	Entered.						Cleared.					
	Steamers.		Sailing ves-		Total.		Steamers.		Sailing ves-		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British.....	154	200,479	20	4,125	174	204,604	152	199,425	21	5,722	173	205,147
American.....	1	55	19	9,138	20	9,193	3	168	16	7,859	19	8,027
Dutch.....			1	105	1	105						
German.....	2	1,515	1	1,690	3	3,205	2	1,515	1	1,690	3	3,205
Norwegian.....	5	6,518	2	863	7	7,381	5	6,518	3	2,020	8	8,538
Swedish.....			1	697	1	697			1	697	1	697
Austrian.....	1	1,888			1	1,888	2	4,175			2	4,175
Danish.....	1	2,294			1	2,294	1	2,294			1	2,294
French.....	2	8,449			2	8,449	2	8,449			2	8,449
Spanish.....	1	1,829			1	1,829	1	1,829			1	1,829
Total.....	167	217,977	44	16,618	211	234,595	168	219,373	42	17,988	211	237,361

From or to—	Entered.						Cleared.					
	Steamers.		Sailing ves-		Total.		Steamers.		Sailing ves-		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Great Britain.....	22	83,854	3	1,272	25	35,126	1	1,683	2	1,218	3	2,846
British possessions.....	63	64,825	9	2,864	72	67,679	51	50,048	10	3,182	61	58,230
Africa.....			1	278	1	278	1	2,192			1	2,192
Dutch possessions.....	6	13,831	1	690	7	15,021						
Portuguese posses-												
sions.....	7	10,289			7	10,289						
Spanish possessions.....	3	4,356	1	105	4	4,461						
Spain.....	2	2,828			2	2,828						
Santo Domingo.....			2	663	2	663						
United States of												
America.....	44	56,138	27	9,756	71	65,894	99	145,005	24	10,347	123	155,325
France.....	1	1,982			1	1,982	1	2,110	1	447	2	2,557
French possessions.....	1	1,666			1	1,666			1	157	1	157
Germany.....	3	5,128			3	5,128			2	1,854	2	1,854
Haiti.....									1	299	1	299
Mexico.....									1	489	1	489
Austria.....	1	1,838			1	1,838						
Greece.....	1	1,248			1	1,248						
Danish possessions.....							14	18,330			14	18,330
Holland.....	2	4,044			2	4,044						
Italy.....	7	10,629			7	10,629						
Japan.....	1	1,732			1	1,732						
Portugal.....	1	959			1	959						
Russia.....	2	3,230			2	3,230						
Total.....	167	217,977	44	16,618	211	234,595	168	219,373	42	17,988	211	237,361

## JAMAICA.

Taking the island as a whole, the financial depression which began in 1896 has apparently increased each year. In comparison with 1896-97, the imports of 1897-98 have been £190,232 (\$925,764) less, and compared with 1895-96, £391,025 (\$1,902,923) less.

The exports of 1897-98 have also fallen to the value of £21,798 (\$106,080) below that of 1896-97. According to colonial returns, about one-third of this decrease may be attributed to the decline in the exportation of island products, the principal articles being sugar, rum, coffee, pimento, and dyewoods. The remaining two-thirds is due to the falling off in the shipment of foreign merchandise. There was, however, an increase in some items, such as fruit, £125,266 (\$609,607); tobacco, £6,727 (\$32,737); minor products, £21,767 (\$105,929), and cattle, £8,702 (\$42,348).

It will be readily observed that from a natural and commercial standpoint, the United States is the principal support of the island. The fruit trade now forms 44 per cent of the exports of the country, and 98.35 per cent is consumed in the United States, only 0.58 per cent being sent to the United Kingdom. In the imports of food stuffs, over 66 per cent are of American origin. During the year under review, however, only 35.26 per cent of the entire imports were from the United States, while 62.34 per cent of the exports went there. The above will show the very unequal business transactions, and demonstrate the advantages of the proposed reciprocity treaty.

The parish of Portland, which my consular district covers, is one of the most flourishing in the island. It is situated in the northeastern end and has an area of 285 square miles, is rather mountainous, varying from 50 to 5,000 feet above sea level, and has a diversity of climate, the temperature ranging from 67 to 95 degrees. There are four principal seaport towns, the chief of which is Port Antonio.

## PORT ANTONIO.

The town of Port Antonio has two distinct climates, as it were. That portion which is situated on a hill, over 100 feet above the sea level, is healthy and comparatively cool, while that on and below sea level is hot, malarial, and for the most part unhealthy. On the former portion have been erected fine dwellings and one of the best hotels on the island. A sewerage system has been established. The hotel is owned and managed by Americans; it does a good business during the winter months, being a favorite resort of tourists. The Jamaica Railway Company had its lines extended here and opened for traffic in August, 1896.

## HARBOR AND PILOT CHARGES.

The harbor is a very safe one, being landlocked and deep enough for vessels of over 30 feet draft to pass freely. It offers exceptional facility to the merchant marine, as there is no other harbor on the north side where vessels can be docked. The fresh-water supply is perfect. All vessels trading regularly with the port take their supply here.

*Harbor charges.*

## ADMEASURER'S FEES.

Description.	Fees.	United States equivalent.
For a ship under 50 tons, registered tonnage.....	£ 1 0 0	\$4.86
For a ship from 50 to 100 tons, registered tonnage.....	1 10 0	7.30
For a ship from 100 to 200 tons, registered tonnage.....	2 0 0	9.73
For a ship from 200 to 500 tons, registered tonnage.....	3 0 0	14.60
For a ship from 500 to 800 tons, registered tonnage.....	4 0 0	19.47
For a ship from 800 to 1,200 tons, registered tonnage.....	5 0 0	24.33
For a ship from 1,200 to 2,000 tons, registered tonnage.....	6 0 0	29.20
For a ship from 2,000 to 3,000 tons, registered tonnage.....	7 0 0	34.07

## HARBOR MASTER'S FEES.

Registered tonnage.	Vessels trading between the Tropics.		All other vessels except coasting vessels.	
	£ s. d.		£ s. d.	
Under 160 tons.....	5 0	\$1.21	0 10 0	\$2.43
160 tons and upward.....	10 0	2.43	1 0 0	4.86

One-half penny, or 1 cent, per ton is charged for light-house dues.

## PILOT'S FEES.

Description.	Inward.		Outward.	
	£ s. d.		£ s. d.	
For steamers not exceeding 7 feet draft.....	1 10 0	\$7.30	1 5 0	\$6.06
For every additional foot or part of a foot.....	0 4 0	.97	0 3 0	.73

Sailing vessels twice the above rates.

All merchant vessels are compelled to take a pilot. Should they enter the harbor without one, any pilot may collect the fees, though he has rendered no services.

## SHIPPING.

There are at present three companies engaged in the fruit trade, the largest being the Boston Fruit Company, which in the busy season—i. e., from March to September—dispatches from eight to ten steamers weekly, and during the other months from four to five. The other companies send one steamer per week. Vessels are unloaded in from six to twelve hours. In exceptional cases vessels take an entire cargo of fruit here, the custom being to call first at this port, then proceed to the outports, and return for final quantities here. This usually takes from twenty to thirty-six hours. All vessels arriving must submit to a visit from the quarantine officer, who is also the collector of the port, before being docked.

The passenger rate to New York, Boston, Baltimore, and Philadelphia is \$40. The above are the only ports in the United States to which the companies run their steamers. The total tonnage of the vessels trading between this port and the United States is far greater

than that of any other port. The following table shows the net tonnage of the vessels engaged in the fruit trade arriving during 1898:

Nationality.	Number of vessels.	Total net tonnage.
American .....	13	18,581
British .....	159	108,544
Danish .....	8	2,520
Norwegian .....	160	79,481
Total .....	340	199,076

## LABOR.

Labor is plentiful and of a very fair class; wages, however, are low, and when compared with the prices of the necessary articles of life, are in many cases disproportionate. The following are the current rates:

*Labor—day work.*

Description.	Per day.	United States equivalent.
	s. d. s. d.	
Fitters (not much in demand) .....	5 0 to 6 0	\$1.22 to \$1.46
Masons .....	3 0 to 4 0	.73 to .97
Bricklayers .....	3 0 to 4 0	.73 to .97
Carpenters .....	2 0 to 4 0	.49 to .97
Blacksmiths .....	2 0 to 4 0	.49 to .97
Painters .....	2 0 to 3 0	.49 to .73
Joiners .....	2 0 to 4 0	.49 to .97
Laborers .....	1 0 to 2 0	.24 to .49
Women .....	0 9 to 1 0	.18 to .24

The above rates do not relate to work performed on estates, the wages paid there being lower:

*Retail prices of food.*

Description.	Price.	United States equivalent.
	s. d. s. d.	
Bread ..... per pound..	0 3	\$0.06
Sugar .....	0 2 to 0 4½	\$0.04 to .09
Corn meal .....	0 2	.04
Wheat flour .....	0 2½	.05
Butter .....	1 0 to 2 0	.24 to .49
Cheese .....	1 6	.36
Salt beef .....	0 7½	.15
Salt pork .....	0 9	.18
Ham .....	1 6	.36
Onions .....	0 6	.12
Salt fish .....	0 3 to 0 6	.06 to .12
Herrings .....	0 3	.06
Salmon .....	0 7½	.15
Kerosene oil .....	0 4½	.09

## POSTAL.

Mail is dispatched direct for the United States four times weekly, the transit usually occupying four to five days. The rate for all letters addressed to countries other than British possessions is 2½d, or 5 cents, per half ounce; to these places, 1d., or 2 cents. Parcels weighing not more than 11 pounds can be sent at the rate of 6d, or 12 cents, per pound. Previous to May 24, 1899, the 2½d. rate extended to all foreign countries, but on this date the imperial penny postage was established. The inland mail is dispatched twice daily by train, and

triweekly by express. There are 161 post-offices throughout the island, to all of which letters can be sent at the rate of 1d., or 2 cents, per half ounce. Postal orders, payable at the parochial treasuries, are issued for the following amounts: Six pence, or 12 cents; 1s., or 24 cents; 1s. 6d., or 36 cents; 2s. 6d., or 61 cents. For these 1 cent commission is charged; also for 5s., or \$1.22, and 10s., or \$2.43, on which 1d., or 2 cents, and 2d., or 4 cents, are respectively charged.

#### FOREIGN MONEY ORDERS.

Foreign money orders are sold at all parochial treasuries at the following rates:

Description.	Fee.	United States equivalent.
	s. d.	Cents.
For any sum not exceeding £2 (\$0.73) .....	0 9	18
Above £2 and not exceeding £5 (\$24.33) .....	1 6	36
Above £5 and not exceeding £7 (\$34.06) .....	2 8	55
Above £7 and not exceeding £10 (\$43.66) .....	3 0	78

The rate of exchange for money orders between the United States and Jamaica is \$4.87 to the pound.

#### EXCHANGE.

The rate of exchange varies according to quotations at New York. At the time of writing this report, it is \$4.81½ to the pound.

#### TELEGRAPH AND TELEPHONE.

The island telegraph is controlled by the Government. It has seventy stations in various parts of the island, to which messages can be sent at the rate of 1s. for the first 20 words and 3d. for every additional 5 words, the names and addresses of sender and receiver not being counted.

There is a local telephone connected with the Boston Fruit Company, which also extends to Kingston; this branch of it, however, is reserved for the company's private business.

#### CABLES.

Cables may be sent to all parts of the world from this port, through the West India and Panama Telegraph Company, or the Direct West India Cable Company, both companies having offices in Kingston. In addition to the subjoined charges, 1s., or 24 cents, per every 20 words is collected for the overland services.

To North America and Europe.	Via Habana. (Old rate.)		Via Bermuda. (New rate.)	
	s. d.		s. d.	
United States—East of Mississippi .....	4 9½	\$1.17	2 0	\$0.49
• Galveston .....	4 9½	1.17	2 0	.49
West of Mississippi .....	5 2½	1.27	2 5	.59
Cape Breton .....	5 2½	1.27	2 5	.59
Vancouver Island .....	5 2½	1.27	2 5	.59
Nova Scotia, Canada .....	6 0	1.22	2 0	.49
Great Britain and Ireland .....	5 10	1.42	3 0	.73
France and Germany .....	5 10	1.42	3 0	.73
Norway and Denmark .....	6 8	1.52	3 4	.81

## IMPORT DUTIES.

The tariff hereto annexed came into operation on the 25th of May, 1899:

Articles.	Duty.	United States equivalent.
Ale, beer, and porter .....	per gallon..	£ s. d. 0 0 9 \$0.18
Animals, alive:		
Horned stock .....	per head..	2 0 0 9.72
Horses, mares, geldings, and mules .....	do.....	3 0 0 14.58
Asses .....	do.....	1 0 0 4.86
Sheep, goats, and swine .....	do.....	0 10 0 2.43
Arrowroot and cornstarch .....	per pound..	0 0 0 0.01
Bacon, ham, and cheese .....	do.....	0 0 2 .04
Barley (not pearl barley) .....	do.....	0 0 4 .08
Beans, peas (including split peas) .....	per bushel..	0 1 0 .24
Beef, wet salted or cured .....	per barrel of 200 pounds..	0 15 0 3.64
Beef, smoked or dried .....	per pound..	0 0 2 .04
Bread and biscuit, viz: Pilot bread, water and oyster crackers, soda biscuits, and butter biscuits .....	per pound..	0 0 0 0.01
Butter and butter substitutes .....	do.....	0 0 2 .04
Candles:		
Composition .....	do.....	0 0 2 .04
Wax or spermaceti .....	do.....	0 0 2 .04
Tallow .....	do.....	0 0 0 0.01
Cards, playing .....	per pack of 52..	0 0 8 .08
Cartridges of all kinds for firearms .....	per 100 ..	0 1 6 .86
Cement .....	per barrel of 400 pounds..	0 1 1 .24
Chicory .....	per pound..	0 0 6 .12
Cocoa beans and pods .....	per 100 pounds..	0 10 0 2.43
Coffee, British colonial:		
Raw .....	do.....	1 0 0 4.86
Roasted .....	do.....	2 0 0 9.72
Corn, Indian .....	per bushel..	0 0 4 .08
Fish:		
Dried or salted .....	per 100 pounds..	0 8 6 .84
Smoked, not otherwise enumerated or described .....	per pound..	0 0 0 0.01
Herring, smoked .....	do.....	0 0 0 0.00
Salmon, smoked .....	do.....	0 0 2 .04
Salmon, wet or salted .....	per barrel of 100 pounds..	0 10 6 2.55
Alwives, herring, mackerel, and pickled, unenumerated, per barrel of 200 pounds .....	do.....	0 4 0 .97
Flour, rye or wheat .....	per barrel of 196 pounds..	0 8 0 1.94
Gunpowder, dynamite, and other explosives (not including cartridge for firearms or percussion caps, detonators, or fuse) .....	per pound..	0 1 0 .24
Glucose .....	do.....	0 0 1 .02
Indigo .....	do.....	0 0 3 .06
Lard .....	do.....	0 0 1 .02
Lard substitutes, including cottolene .....	do.....	0 0 1 .02
Matches, lucifers and others, per gross of 12 dozen boxes; each box to contain 100 sticks, and boxes containing any greater or lesser quantity to be charged in proportion .....	do.....	0 8 0 .72
Mead, not wheat .....	per barrel of 196 pounds..	0 2 0 .48
Meats, salted or cured .....	per barrel of 200 pounds..	0 15 0 3.64
Milk, condensed (weight of tin to be included in the weight for duty) per pound .....	do.....	0 0 0 0.01
Naphtha and gasolene .....	per gallon ..	0 0 7 1/2 .15
Oats .....	per bushel..	0 0 4 .08
Oil:		
Castor, cotton-seed, and cocoanut, in tins or in bulk .....	per gallon ..	0 0 9 .18
Petroleum and its products .....	do.....	0 0 7 1/2 .15
Not otherwise enumerated, not including medicinal, essential, and perfumed oils .....	per gallon ..	0 0 9 .18
Opium, in powder, or as a raw drug or solid extract of opium, but not including medicinal preparations and medicinal compounds of opium, per pound .....	do.....	1 0 0 4.86
Pork, wet salted or cured .....	per barrel of 200 pounds..	0 15 0 3.64
Potatoes .....	per barrel of 180 pounds..	0 1 6 .86
Rice .....	per 100 pounds..	0 8 0 .72
Rice, undressed .....	per bushel..	0 1 0 .24
Salt, not rock salt .....	per 100 pounds..	0 1 0 .24
Sauces, dry or pickled .....	per pound..	0 2 .04
Shot .....	per 100 pounds..	0 8 0 1.94
Soap, for laundry use .....	do.....	0 5 6 1.83
Spirits—Brandy, whisky, gin, spirits of wine, alcohol, including absolute alcohol and all other distilled spirits, per gallon of proof spirits as ascertained by Syke's hydrometer, provided that in no case shall the duty be less than 18s. 6d. per liquid gallon .....	do.....	0 16 0 3.88
Bitters, cordials, liqueurs, and sweetened or mixed spirituous beverages of a like kind .....	per gallon ..	0 16 0 3.88

*Import duties—Continued.*

Articles.	Duty.	United States equivalent.
	£ s. d.	
Spirituous compounds not being perfumery nor medicines recognized by the British or United States pharmacopœia, nor recognized medicinal preparations, proved to the satisfaction of the collector-general to be of use only in the treatment of disease and not otherwise enumerated, containing 40 per cent and upward of proof spirits ..... per liquid gallon..	0 16 0	\$3.88
Sugar..... per pound..	0 0 1	.02
Tea..... do.....	0 1 0	.24
Tobacco:		
Cigars..... do.....	0 5 0	1.21
Manufactured, cigarettes or snuff..... do.....	0 1 6	.36
Manufactured, including cavendish..... do.....	0 2 0	.48
Leaf..... do.....	0 1 0	.24
Tongues:		
Salted or cured..... per barrel of 200 pounds..	0 15 0	3.64
Smoked or dried..... per pound.....	0 0 2	.04
Wheat..... per bushel..	0 0 6	.12
Wines of all kinds, including medicinal wines, in bulk or bottle, per gallon, containing not more than 40 per cent proof spirits. Wines containing a greater proportion of proof spirits to be deemed a spirituous beverage ...	0 3 6	.84
And an additional duty on all wines of a value of 12s. per gallon and upward..... per gallon..	0 1 6	.36
Wood:		
Per 1,000 feet of pitch pine, white pine, or other lumber in rough or sawed, by superficial measurement of 1 inch thick.....	0 0 9	.18
Per 1,000 feet of pitch pine, white pine, or other lumber, planed, smoothed, and tongued ceiling or flooring boards, clinker or beaded boards, but not otherwise manufactured, by superficial measurement 1 inch thick.....	0 14 0	3.40
Shingles:		
Cypress, more than 12 inches in length..... per M ..	0 6 0	1.45
Wallaba..... do.....	0 6 0	1.45
Boston chips, and all shingles not otherwise enumerated or described..... per M ..	0 4 0	.97
And after these rates for any greater or lesser quantity of such goods, respectively.		
On all other goods, wares, merchandises, and effects of every description not herein enumerated, for every £100 value.....	16 13 4	81.10

**EXEMPTIONS.**

Agricultural implements, viz, plows, harrows, cultivators, horse hoes, cutlasses, agricultural forks, axes, billhooks, clod crushers, dibbles, sewing machines, and stump extractors.

Articles the growth and produce of the Pedro and Morant Cays on production to the collector of customs of satisfactory evidence to that effect.

Articles the property of foreign governments, imported into this island for the purpose of furnishing or equipping the consulates of such governments, provided that the like concession is granted to British consulates by such foreign governments.

Apparatus and appliances of kinds for generating, storing, conducting, or converting into power or light and measuring electricity:

Apparatus and appliances for generating, measuring, conducting, and storing gas.

Bags and sacks made of flax, hemp, or jute for exporting island produce.

Bees, beehives, and all accessories for apiculture.

Books, printed, bound and unbound, pamphlets, magazines, and newspapers.

Brass, old scrap.

Bullion and coin.

Britannia metal in pigs and bars.

Coal, coke, and patent fuel.

Copper in pigs.

Fire engines and fire extinguishers.

Fertilizers of all kinds, natural or artificial, including guano and other manures.

Iron, viz, pig.

Locomotives, railway rolling stock and parts thereof; rails, railway ties, and all materials and appliances to be used exclusively for the construction and operation and equipment of railways and tramways.

Lymph for vaccination.

Lead, viz, old scrap and pig.

Mess plates, furniture, and band instruments for the use of the navy, army, or militia, on the certificate of the military or naval commanding officer.

Magic lanterns and slides.

Parts of articles free under the tariff, provided such parts of free things can not, be used for any purpose than for making up or completing any article which is itself free, and provided such parts have been specially prepared and manufactured to replace or fit such free articles.

Provisions and stores imported by the local government for the public service, and stores, tools, and materials for government institutions.

Photographic apparatus and appliances necessary for the production of photographs.

Provisions and stores, arms, equipment and uniforms, imported for the use of Her Majesty's navy, army, or militia.



Provisions, wines, spirits, and malt liquors imported for the use of the naval staff and naval messes.  
 Poultry and other birds.  
 Paper for printing newspapers, on the affidavit of the importer that the paper is imported solely for the printing of newspapers.  
 Articles of naval, military, and civil uniform imported by members of those services for their personal use.  
 School slates and slate pencils.  
 Shooks for tierce, puncheon, hogshead, barrel, cask, box, or crate used in packing native agricultural produce.  
 Steel, viz, ingots.  
 Stills, and parts thereof.  
 Specimens illustrative of natural history, mineralogy, and geology, not being such as are of an ornamental character.  
 Tan bark of all kinds, whole or ground.  
 Telephones and telephone switch boards.  
 Tow.  
 Trees, plants, vines, seeds, and grain of all kinds for propagation or cultivation.  
 Tortoise shell and turtle-shell, unmanufactured.  
 Turtle.  
 Tin, viz, in blocks and pigs.  
 Weather service, articles imported for the use of the Weather Service of the United States of America, being the property of the United States Government.  
 Wood hoops and truss hoops.  
 Wood staves and headings.  
 Zinc, viz, in blocks and pigs.

#### IMPORTS.

I regret to state that I am unable to give the amount of the imports into this consular district, as a large portion is entered at the custom-house in Kingston and brought here by railroad; also, as the Blue Book of the island does not classify the imports of the parishes separately.

#### FOOD STUFFS.

The total amount of food stuffs imported into the island during 1897-98 was 664,766 lbs. £4d.; equal to \$3,235,088.05, or 40 per cent of the entire imports. Of this amount, the United States supplied 66.03 per cent, British Possessions 19.45 per cent, United Kingdom 14.19 per cent, and other countries 0.33 per cent. The largest item on the list of imported food stuffs is wheat flour. It comes almost solely from the United States. We also maintain supremacy in the salted-beef market, which item is one of some magnitude. The cheapest hams sold are from the United States, and represent more than three-fourths of the number consumed. Maize (corn and corn meal) are imported only from the United States. In 1896-97 the value was over \$78,025. Salted cod and pickled fish are staple articles of food among the laboring classes. The imports into the island during 1897-98 were about \$900,000, 85 per cent of which came from Canada. Noting the small percentage from the United States, I interviewed some of the leading merchants, who unanimously stated that the cause was the inferior quality obtainable in our country. Both classes, they claimed, were imperfectly cured, which led them to become soft and deteriorate in general very rapidly. The products of Halifax are those in demand, being harder and possessing qualities more adapted to the climatic influences of the island. There is but a slight difference in the prices, those of the United States being cheaper. These gentlemen thought that if the United States could produce as good articles, they would soon have a large share of the trade, since there are facilities for obtaining merchandise more rapidly from our country.

#### LUMBER.

This comes almost solely from the United States. During 1898, seven vessels brought entire cargoes of it.

## COAL AND COKE.

These are imported chiefly from Great Britain, but of late years the products of the United States are being largely used, and bid fair to develop into a good trade. In 1897-98, £56,628 (about \$275,600) worth was imported. Of this amount, 24.21 per cent came from the United States. This percentage shows an increase of 6.7 per cent over 1896-97, while the import from Great Britain was £8,072 less than in 1894-95.

## EXPORTS OF THE DISTRICT.

The exports consist principally of fruit, of which bananas represent the chief item. As already mentioned in this report, fruit forms about 44 per cent of the exports of the island and is practically entirely consumed in the United States. The banana trade is being rapidly extended; the output this year will far exceed that of any previous one. Those produced here are of the finest flavor. The ordinary price of a bunch of bananas is two shillings (about 50 cents), but during the last two months the price was raised to 4s. 6d. and even 5s. (\$1.22). I give below a statement showing the amount shipped during the last three years:

*Export of bananas.*

Year.	March quarter.	June quarter.	September quarter.	December quarter.	Total.
1896.....	\$58,566.68	\$259,943.49	\$165,293.85	\$77,495.20	\$550,299.22
1897.....	110,152.19	320,875.11	161,956.87	64,543.45	657,527.12
1898.....	102,256.41	281,149.51	202,127.25	81,908.26	667,441.49

Cocoanuts, like bananas, are exported during the entire year; they are shipped in bags, each containing 100 or 150, according to the size of the nut. The fiber of the coconut husks is not utilized to any extent, though I have seen very good brooms, brushes, and door mats made from it. One of the fruit companies began exporting it, but stopped over a year ago. I have been unable to ascertain the reason. The export of cocoanuts for the past three years was:

*Export of cocoanuts.*

Year.	March quarter.	June quarter.	September quarter.	December quarter.	Total.
1896.....	\$7,065.75	\$6,594.01	\$12,065.22	\$14,454.07	\$40,199.05
1897.....	16,895.75	8,153.03	10,350.89	18,337.54	49,237.21
1898.....	11,718.30	12,706.43	9,798.15	16,184.55	50,402.43

Oranges form a large item in the exports of this district. The season begins about September and lasts until March. About 98 per cent are sent to the United States. They are exported in barrels and boxes, first having been wrapped in straw paper. The average price paid for a barrel of loose oranges is 3s. 3d. (79 cents). The barrels and boxes are imported in shoeks from the United States. The following table shows the exports of the parish:

*Export of oranges.*

Year.	March quarter.	June quarter.	September quarter.	December quarter.	Total.
1896.....	\$110. 71	\$454. 77	\$11, 045. 49	\$17, 021. 07	\$28, 632. 04
1897.....	395. 65	496. 10	97. 33	45, 086. 66	46, 075. 74
1898.....	27, 167. 15	.....	449. 17	19, 394. 84	47, 011. 16

Pineapples have not, heretofore, been exported in very large quantities, but have been shipped regularly. One of the fruit companies had several acres planted last year, the suckers being imported from Florida. The annexed table gives the exports:

*Export of pineapples.*

Year.	June quarter.	September quarter.	December quarter.	Total.
1896.....	\$190. 65	\$44. 58	.....	\$235. 23
1897.....	167. 00	49. 73	.....	216. 73
1898.....	206. 98	153. 09	\$17. 26	\$77. 33

Pimento or allspice is not as plentiful in this parish as in some of the others. It requires little or no cultivation, being a hardy tree that will grow in any part of the island. I am informed that the trees are frequently cut down to make room for the cultivation of fruit. About 30 per cent of the pimento produced on the island is sent to the United States; but the following table shows the amount sent from this parish, all being shipped to the United States:

*Export of pimento.*

Year.	March quarter.	June quarter.	December quarter.	Total.
1896.....	\$215. 74	.....	\$2, 219. 40	\$2, 435. 14
1897.....	17, 779. 46	.....	2, 455. 47	20, 234. 93
1898.....	5, 736. 38	\$9, 000. 40	6, 361. 81	21, 098. 59

All the limes and lime juice produced in this district go to the United States. The lime juice obtained in the other parts of the island, however, is principally exported to Great Britain. The shippers here seem eager to buy it, as the supply is rather small. I am of opinion that if limes were properly cultivated and better methods of concentration adopted, a very remunerative business would result. At present there are no groves of any importance, and the companies have to depend on the purchasing of small quantities. I give two tables showing the exportation during the last three years:

*Export of lime juice.*

Year.	March quarter.	June quarter.	September quarter.	December quarter.	Total.
1896.....	.....	\$137. 81	\$176. 17	\$30. 93	\$394. 91
1897.....	\$106. 10	1, 033. 32	369. 54	.....	1, 508. 96
1898.....	259. 61	479. 54	356. 87	.....	1, 096. 02

*Export of limes.*

Year.	March quarter.	June quarter.	September quarter.	December quarter.	Total.
1896.....	\$4. 86	\$122. 81	\$160. 60	.....	\$288. 27
1897.....	8. 04	545. 69	271. 25	\$5. 84	825. 82
1898.....	8. 06	117. 64	466. 54	58. 15	649. 39

Other products, such as shaddock, grape fruit, tomatoes, etc., are on the way to development, but are still in their infancy.

## TRADE WITH CUBA.

Trade has been opened with Cuba, which, though not large, has been remunerative. During March, 1898, 123 yoke of oxen were exported to work on a banana plantation. Regular fortnightly trips are made with a small schooner, which goes principally to Guantanamo. The chief articles exported were aerated waters, ale, beer, bananas, and chickens. The following table will show the value of exports to Cuba since September, 1898.

Time.	Value (United States gold).
Quarter ended—	
September 30, 1898.....	\$328. 17
December 31, 1898.....	1, 351. 41
March 31, 1899.....	12, 191. 56
Total .....	13, 871. 13

## INDUSTRIES.

There are no industries of any importance except that of fruit culture. About the year 1868 the exportation of fruit to the United States was commenced, with the result that fruits, especially bananas, were planted in much larger quantities than before. The plantations have been enlarged each year, and many new ones established. This is due principally to American energy and capital. There is an ever-increasing demand for bananas, the output last year almost doubling that of 1889. It is estimated that this year will far surpass any previous one in this line. The mode of cultivation has been much improved. The plots are now properly laid out, plowed and harrowed before the stalks are planted, after which very little care is necessary. The fruit is gathered in from ten to thirteen months after planting.

Oranges are being planted systematically since the advent of the Florida growers in Jamaica. There is room for great improvement in the manner of handling them, as they are bruised and their value is impaired by the crude methods in vogue.

Cocoanuts require very little, if any, attention, as the trees are hardy and not affected by droughts, etc.

Pineapples are now being extensively planted, one company having imported several thousand suckers.

Although there is a vast improvement in the present system of cultivation as compared with that of ten years ago, still better results might be obtained were more modern agricultural implements utilized. Up to now, plows and hoes have formed the standard utensils.

In this town there is an ice and two electric-light plants. The former supplies this and the adjacent towns with ice at 1 cent per pound; the latter two are run for the hotel and the wharves.

Extensive shipwrights' and blacksmiths' shops for the building and repairing of boats and schooners ranging to 50 tons net are in constant operation, giving employment to a large number of natives. Americans, however, control the various departments. There is also a cofferdam connected with these works, and with its aid some very good work has been done to steamers that have been disabled in the vicinity of this port.

NICHOLAS R. SNYDER,  
*Commercial Agent.*

PORT ANTONIO, *June 1, 1899.*

#### TRADE AND FINANCE IN 1899.

Commercial Agent Snyder sends from Port Antonio, January 26, 1900, a clipping from the Daily Gleaner, giving a synopsis of the governor's report on the financial condition of the island.

From this, says Mr. Snyder, may be noted the steady increase of trade with the United States and the corresponding decrease with England. This condition of affairs, he thinks, is attracting the attention of the officials of the island, as will be seen by the governor giving expression to his opinion that "unless a direct service of steamers should encourage a development in the fruit trade with Great Britain, the trade of the island must tend toward the United States." The clipping reads:

The report of Sir Augustus Hemming, the governor of Jamaica, on the condition of the island during the past financial year shows a revenue of £800,271 (\$2,921,219) and an expenditure of £630,702 (\$3,069,311). There was a great improvement in revenue over the previous year, owing to an increase in the import tariff, to a tax on cigars and cigarettes, and to the transfer to the general revenue of certain sums otherwise accounted for hitherto. The revenue, however, is still much less than it was in 1894-95 and 1895-96, while the expenditure is considerably in excess of these years. The public debt of the colony at the end of the year, after allowing for provision made by means of sinking funds for repayment of loans raised through debentures or inscribed stock, was £2,053,822 (\$9,964,925), which was slightly less than the previous year, but very considerably in advance of the debt in the three years preceding that. The imports last year amounted in value to £1,788,432 (\$8,703,404) and the exports to £1,662,543 (\$8,090,765), being an increase of nearly 7 and 15 per cent, respectively, over the figures for the previous year; but in neither case does the amount reach that of 1894-95 and 1895-96. Great Britain took over 20 per cent of the exports and the United States nearly 60 per cent, while the former sent nearly 45 per cent of the imports and the United States a fraction more. Twenty years ago Great Britain took over 60 per cent of the exports of Jamaica, but at that time fruit (which now forms 40 per cent of the exports, and nearly all goes to the United States) was of minor importance, while the great staples, such as rum, logwood, coffee, and pimento, went to Great Britain. The sugar market has since been transferred to the United States, and the governor thinks that unless a direct service of steamers should encourage a development in the fruit trade with Great Britain, the trade of the island must tend toward the United States. For the first time in the history of the colony, the imports from the United States took the first place, but this was due to the importation of materials for an electric tramway system.

The general trend of the colony's trade from the United Kingdom to the United States is, however, unquestionable, and may be accounted for not only by contiguity, but also by the superior finish which is said to be given by American manufacturers to cheap articles, such as cheap cottons, common boots, shoes, etc., which are so largely used by the mass of the people of this colony.

The governor notes many signs of an intelligent determination on the part of Jamaicans to meet changed conditions caused by the decline of the former staple

industries, and in commenting on the rapid growth in the cultivation of fruit, he says that Jamaica, with two-thirds of the surface wholly uncultivated, needs the sugar as well as the fruit industry, instead of the substitution of the one for the other. The population at the end of March last was 730,725. It appears that the many sanitary improvements of late years have caused a diminution in the death rate, but not to such a degree as might have been anticipated, owing to the insanitary habits of the lowest class of the population counteracting the sanitary measures of the public authorities. No new works of progress were undertaken either by the Government or private persons, owing to the need for economy, until improvement in the condition of the island was more assured. But trade revived toward the end of the year, and the governor sees several indications that the period of depression is passing away. "Although foreign competition is more keenly felt, and the prices of staples are generally lower than was the case a few years ago, I see no reason to doubt that the colony will hold its own and enjoy a fair measure of prosperity. The general condition of affairs has undoubtedly considerably improved within the last twelve months."

### LEEWARD ISLANDS.<sup>1</sup>

In my report on the trade and commerce of this presidency for the year 1897<sup>2</sup> the fear was expressed that, owing to the unfavorable conditions prevailing at that time, the exhibit in relation to imports from the United States for the year 1898 would be still more unsatisfactory.

It is gratifying to be able to report that this gloomy forecast was not realized to the extent anticipated. The total falling off of imports from the United States for the local fiscal year ending December 31, 1898, was represented by the nominal sum of \$753.12. As against this, the imports from the United Kingdom for the same period show a decrease in invoice values of \$22,102, and from all other countries of \$52,282, or a loss for all other countries of \$74,384, as against \$753 for the United States. It will therefore be seen that for the year under review the United States more than held its own, and it is a fair assumption that had the local conditions been normal the year would have been a banner one in the records of American importations.

During the past year, Antigua purchased from the United States commodities to the aggregate value of \$181,440.56 (New York invoice prices), as against \$182,193.68 for 1897. The comparative table attached to this report will indicate the various classes of imports that show an increase and those that evidence a falling off. In the former category are corn meal (\$10,133), pork (\$5,219), bread and biscuits (\$2,470), shoofs (\$1,694), oil meal and cake (\$1,691). The items showing a decrease include dried fish (\$9,320), flour of wheat (\$1,668), white and spruce pine (\$1,534), pitch pine (\$1,311), cottons, woollens, etc. (\$1,073), mules (\$1,266). Twenty-nine items show an increase (\$25,483.13) and fifty-five items a decrease (\$26,236.25); net falling off, \$753.12.

### LABOR CONDITIONS IN RELATION TO IMPORTS.

In considering the value of Antigua as a market for the products of the United States, the fact should be remembered that the sole staple of the island is sugar (the exports of fruits and hides and skins being purely nominal); that it has no manufactories of any kind; no natural or artificial water courses; no wooded areas; no steam or other rail-

<sup>1</sup> In reply to circular of July 10, 1899.

<sup>2</sup> Commercial Relations, 1898, Vol. I.

ways, and no shipbuilding industries. Of its present population of 35,000 (estimated), nearly 95 per cent are officially returned as "black and colored." Of this large proportion, the majority is employed upon the sugar estates at wages that allow of barely a hand-to-mouth existence. That this is not a pessimistic statement is evidenced by the table of wages published in the Government Blue Book issued in May, 1899. This table is as follows:

<b>Predial:</b>		
Men, per day.....		\$0.16 to \$0.20
Women, per day.....		.06 to .08
Children under 16.....		.06
<b>Trades:</b>		
Blacksmiths, per day.....		.36 to .48
Coopers, per day.....		.36 to .48
Carpenters, per day.....		.36 to .48
Masons, per day.....		.48 to .60
<b>Domestics:</b>		
Men per annum, \$48.00 to \$115.00.		
Women per annum, \$28.00 to \$72.00.		

Such being the labor conditions, it is natural that the bulk of the imports should be confined to bare necessities of life in the matter of food and clothing, and these of the least expensive varieties. To the first cost in the country of exportation must be added the freight charges and the local customs imposts, ranging from 13 to 23 per cent, together with landing tax and other incidental assessments. Hence, the original invoice value of goods is materially increased, sometimes to a total of 40 or 50 per cent, by the time the tradesman has laid out his stock for the inspection of his impoverished customers. These facts are cited simply to emphasize the point that in every line of imports, the country that can sell the cheapest will control the trade.

#### AMERICAN GAINS AND LOSSES.

The United States has practically a monopoly of the local market in breadstuffs and biscuits, flour of wheat, corn meal, grains, salted and dried beef, lard, oleomargarine, pork, pitch pine, oil meal and oil cake, tallow candles, and kerosene. In many other lines, the trade is more or less equally divided between the United States and the United Kingdom or Canada, while as a matter of fact the United States should be the sole or main source of supply. In butter, for instance, the receipts from the United Kingdom and Canada for the year under review aggregated 26,588 pounds, against 700 pounds from the United States; cheese, United Kingdom and Canada 5,732 pounds, United States 7,203 pounds; hams and bacon, United States 7,804 pounds, all other countries 7,758 pounds; canned fruit and vegetables, United Kingdom 8,295 pounds, United States 1,426 pounds; starches, arrow-root, etc., United States 80 pounds, all other countries 22,098 pounds; tea, United Kingdom 4,561 pounds, United States 5 pounds; general groceries, United States \$1,800, all countries \$6,515; textiles—i. e., cottons, woollens, etc.—United States \$950, all other countries \$57,800; haberdashery and millinery—i. e., made clothing, hats, gloves, etc.—United States \$215, all other countries \$28,000; hardware, United States \$1,895, all other countries \$14,300; boots and shoes, United States \$900, all other countries \$7,000; earthen and glass ware, United States \$425, all other countries \$2,000; fancy goods, toys, and games, United States \$300, all other countries \$2,300; leather and saddlery,

United States \$90, all other countries \$3,000; paints, United States \$120, all other countries \$1,830; soaps, United Kingdom and Canada 129,851 pounds, United States 20,048 pounds; potatoes, United States 31 barrels, all other countries 615 barrels. These are round figures and apply to Antigua only. The percentage for the other islands of the Leeward group does not differ materially in proportion to their total of imports.

#### WHAT THE MERCHANTS SAY.

Interviews have been had with the leading importers and merchants, wholesale and retail, of the island, concerning the conditions that militate against the United States controlling the entire market in these products and commodities. Quoted in extenso, the replies would consume an undue amount of space in this report. Condensed, the general opinion may be stated as follows:

*Butter.*—The importations credited to London are Danish products shipped via the English metropolis. In fine butters, the United States can not compete with the Danish dairies at the same prices. American dairies supply only the cheap grades of table butter and cooking butter. Correspondence is now being had with New York and Chicago houses which may result in the foreign prices being met for fine grades.

*Cheese.*—The Canadian product is much the cheapest. The American article can not be brought here under 20 cents per pound; that of Canada, on the other hand, costs from 15 to 16 cents for equal qualities.

*Hams and bacon.*—Importations from the United Kingdom were, in the main, sent here on speculative commission. The United States is regarded as the standard market for these products.

*Canned goods.*—The bulk of these luxuries imported from other countries consists of British fish and fruits and Danish fish and delicacies, that are not obtainable in the United States market.

*Tea.*—The United States can not meet the English prices. A strong effort was recently made by a San Francisco firm to establish a local trade, but the prices quoted on the samples received would, after the payment of freight and customs duties, necessitate a retail price considerably in advance of any brand in the market.

*Starches, arrowroot, general groceries.*—No effort has been made by American dealers to introduce their goods. The United Kingdom controls the market, and the goods are very cheap.

*Earthen and glass ware, toys, and fancy goods.*—No country, in the opinion of local dealers, can compete with Germany in these lines.

*Leather and saddlery, boots and shoes.*—American manufactures in these lines were unknown to the local trade until a year ago. They are now rapidly growing in favor.

*Paints.*—Importers prefer the American ready-mixed paints, but the journeymen painters are adverse to using them except under strong compulsion. In the case of the American products, the builder or householder can determine what quantity is required for a house or certain piece of work, and apportion it accordingly. There is, therefore, no opportunity for the journeyman to pilfer, if he is so inclined. The English paints are not ready mixed, but the raw white lead and zinc, as well as the oil which comes from that country, are mixed by the journeyman. He thus has the opportunity—which is generally



adopted—to appropriate to his own use a portion of each commodity, which is practically impossible when ready-mixed paints are doled out. This statement is given on the authority of the leading paint importer of the island, who is distinctly partial to American goods.

#### TRADE SHOULD BE SOUGHT.

The writer is but following in the footsteps of many of his colleagues, in suggesting the need of additional enterprise on the part of American merchants and commission firms in bringing their houses into direct contact with foreign communities through the medium of commercial travelers. An American “drummer” is a *rara avis* in these waters, yet scarcely a month passes that does not witness the arrival of a representative or representatives of English or German houses. A German traveler who spent a week in the island during the past spring exhibiting samples of nearly a hundred articles, ranging from bibles to artificial flowers, Swiss cuckoo clocks to manicure sets, linen goods, underwear, and overwear of all descriptions and of the cheapest qualities, claimed to have taken with him orders aggregating \$5,000, a return, if true, which may be regarded as very fair for the time occupied in a small community. This individual has for years been traveling from January to December through the West Indies and the Latin-American republics, and is understood to have built up a valuable connection. It is largely on account of this lack of personal effort on our part that the United Kingdom controls the local market in textiles, haberdashery, etc., as vide the figures already given. At the time of writing, it is stated to the writer by one of the largest dealers in textiles that he would welcome the advent of a United States traveler with a full line of samples.

#### AMERICAN RICE IN DISFAVOR.

Not a pound of rice was imported from the United States during the year, as against nearly 23,000 pounds in 1897. The principal importer of the commodity explains this fact by the statement that American rice is not as clean as that imported from Calcutta via England, and that it does not yield as well in cooking—that is to say, it does not swell to the same extent—and consequently a pound of American rice does not furnish as large a dish as the same quantity of the Ballan or Patna rice. The flavor of the latter varieties, moreover, is claimed to be superior. The American rice is more of a round grain, while the Ballan product has spear ends, and when cooked each grain swells to nearly three times its original proportions.

#### “ENGLISH SPOKEN HERE.”

It may not be exceeding the scope of this report to invite attention to the fact that fully 80 per cent of the trade publications, catalogues, circulars, etc., received by the merchants of the island and by the consulate from the United States are printed in the Spanish language. Apparently, the impression is general that in the West Indies English is an unknown tongue. As a matter of fact, the island has but one Spanish-speaking resident, and this is an individual who has no interest in trade and commerce. Recently a catalogue that is a magnificent

exhibit of American skill in the art of decorative printing and illustrating was received by a number of local merchants. Some of the articles illustrated attracted favorable attention; but the Spanish descriptions, statement of prices, and terms might as well have been "volapük," so far as the recipients were concerned. For printed matter intended to advertise American products in Antigua, only plain, unadulterated English need be employed.

#### NEW LOCAL TAXATION.

The revenue of the presidency continuing to fall largely behind the public expenditures, the legislative council has enacted two measures, one placing a tax of 3 per cent upon all incomes over \$480 per year, to be retroactive from January 1, 1898, and another imposing an annual trade tax (tantamount to a license fee) upon stores of all descriptions.

#### UNSATISFACTORY MAIL SERVICE.

The unsatisfactory nature of the mail service between New York and the Leeward Islands, which was fully dwelt upon in my last report, has been aggravated during the present year by an arrangement by which the mails forwarded through the Quebec Steamship Company for the various islands in these waters may no longer be transferred to the custody of the Royal Mail Steamship Company at St. Thomas, except in certain emergencies. The result is that not infrequently the mails for the Leeward Islands are carried to Barbados, Demerara, or other southern ports and find their way back to these islands many days, and sometimes weeks, later than they should be received in regular order. As an example, the mails dispatched by the steamship *Fontabelle*, which left New York on September 8, 1899, were received here eight hours earlier than those dispatched on the steamship *Madiana*, which left that port on September 1. Those dispatched on the steamship *Madiana* from New York October 3 were received at 2 p. m. of October 18, while the mail of the *Fontabelle*, leaving New York on October 11, or eight days later, arrived at 6 a. m. of October 19, or sixteen hours later than the mail of eight days before. In the *Madiana's* mail were business letters postmarked at Chicago on September 20, and which had thus occupied a period of one calendar month, less one day, in reaching a point but seven and a half days' steam from New York. Delays of this nature occasion considerable annoyance, inconvenience, and sometimes loss to the local business community, which, with two mails to and from London each month, arriving and departing on set days and at a schedule hour throughout the year, finds it possible to conduct correspondence with business houses in England and on the Continent with infinitely better results in the matter of time than is now possible with the United States. The result is that many orders go abroad that with proper mail facilities would be filled in New York. I can not but reiterate the statement in my last report that "an improvement (in the mail service) is imperatively demanded as an adjunct to the advance in commercial relations with our country." It may be added that these comments do not apply to the mail service to the United States, which is fairly satisfactory, all steamers of the Quebec line stopping at Antigua for mails on the voyage homeward.

## COMMERCIAL RECIPROCITY.

At the instance of several members of the legislative council, the acting governor, at the last meeting of that body, appointed a committee to investigate the impost charges of the various islands of the Leeward group, with special reference to the loss in revenue that would result by a reduction of the duties levied upon goods coming from the United States. The conclusions of the committee will be reported by the colonial government to the Right Hon. Joseph Chamberlain, secretary of state for the colonies, whose department, according to a public statement of the acting governor, has at the present time under consideration the question of the desirability of negotiating a treaty of commercial reciprocity with the United States.

## COMMERCIAL AND SHIPPING RETURNS.

The exhibits attached to this report embrace a comparative statement of the imports from the United States for the years 1897 and 1898 and for the six months ended June 30, 1899, summaries of trade with other countries, and a complete record of the movements of shipping in the port of St. Johns, the only port of the island, for the year 1898.

## CURRENCY.

The paragraph under this heading in my last report<sup>1</sup> applies without change to the year under review.

HENRY M. HUNT, *Consul*.

ANTIGUA, October 16, 1899.

*Quantities and values of goods imported from the United States into Antigua, W. I., during the years 1897 and 1898.*

Articles.	1898.— Quantity.	Value.		Increase.	Decrease.
		1897.	1898.		
Mules.....		\$1,266.80			\$1,266.80
Bread and biscuits.....barrels..	6,781½	14,229.10	\$16,099.99	\$2,470.89	
Flour of wheat.....do.	12,464	59,768.64	58,099.65		1,668.99
Flour of rye.....pounds..	24½	78.76	93.11	14.85	
Corn meal.....barrels..	18,254	17,784.14	27,868.00	10,183.86	
Corn, grain.....bushels..	27,690	11,818.04	11,870.94	52.90	
Oats.....do.	667	871.16	827.32		48.84
Peas and beans.....do.	616	861.26	656.87		204.89
Rice.....do.		586.00			595.00
Beef, salt and dried.....pounds..	16,450	779.86	980.66	160.80	
Butter.....do.	7,000	409.84	926.71	526.87	
Cheese.....do.	7,208	1,147.14	820.84		326.80
Dried fish.....quintals..	89	9,676.48	854.66		9,820.88
Fish, pickled:					
Mackerel.....		120.00			120.00
Herrings.....		456.50			456.50
Hams and bacon.....pounds..	780	1,684.66	894.72		799.94
Lard.....do.	86,300	1,792.00	2,148.06	356.06	
Oleomargarine.....do.	14,000	1,895.18	1,844.18		551.00
Pork.....do.	384,300	14,586.20	19,804.51	5,219.81	
Sausages and tongues.....do.	524	192.42	182.19		60.28
Coffee.....do.	6,137	202.96	486.59	283.61	
Fruits and vegetables:					
Fresh.....		172.70	665.35	492.65	
Tinned.....pounds..	1,426	127.82	185.85	8.58	
Raisins.....do.	863	61.84	74.62	12.78	
Sugar, refined.....do.	507	129.74	28.57		101.17
Starches (arrowroot, etc).....do.		27.56	2.28		25.33
Tea.....pounds..	5	20.40	1.52		18.88
Vermicelli and macaroni.....do.	12	.96	.67		.29

<sup>1</sup> Commercial Relations, 1898, Vol. I.

*Quantities and values of goods imported from the United States into Antigua, W. I., during the years 1897 and 1898—Continued.*

Articles.	1898.— Quantity.	Value.		Increase.	Decrease.
		1897.	1898.		
Vinegar .....		\$5. 00			\$5. 00
Groceries (unenumerated) .....		2,002.54	\$1,700.88		802.16
Malt:					
In wood .....		54.00			54.00
In bottles .....	dozen quarts..	857.16	43.96		813.20
Wine:					
In wood .....		60.00	23.02		86.98
In bottles .....		45.84	12.17		81.17
Opium .....	pounds..	154.00	43.09		110.91
Cigarettes .....		87.50			87.50
Tobacco:					
Leaf .....	pounds..	40,900	3,872.86	3,580.28	842.58
Manufactured .....	do. 25	129.20	22.94		106.26
Pitch pine lumber .....	feet. 15,822	1,644.04	582.14		1,811.90
White and spruce pine .....	do. 284,106	5,820.62	4,286.62		1,534.00
Cotton, woollens, etc .....		1,914.88	841.67		1,073.21
Haberdashery .....		262.84	183.47		78.87
Hardware .....		2,225.44	1,475.10		748.34
Machinery .....		61.68	2.44		59.24
Books and printed matter .....		847.10	386.43		460.62
Boots and shoes .....		1,897.44	770.81		617.13
Cement .....		8.20			8.20
Carriages .....		586.04	162.54		373.50
Drugs and chemicals .....		1,186.70	716.17		469.53
Earthen and glass ware .....		867.36	818.98		48.48
Fancy goods .....		831.50	272.64		108.86
Furniture .....		822.78	272.00		50.78
Government stores .....		754.50	568.64		167.86
Leather and saddlery .....		170.76	73.96		91.80
Lime .....		87.50			87.50
Matches .....	gross. 1,930	965.98	970.66		15.32
Musical instruments .....		36.26	33.97		2.29
Oil meal and cake .....	pounds.. 585,750	6,004.63	7,696.25	\$1,691.57	
Packages .....		148.96	29.48		119.38
Paint .....		141.06	120.89		20.67
Perfumery .....		610.52	412.50		197.98
Pitch and tar .....		81.82	144.18	62.86	
Rope and cordage .....		359.32	263.68		96.64
Stationery and paper .....		133.26	977.60	844.34	
Candles:					
Tallow .....	pounds.. 1,330	87.20	116.13	28.98	
Other .....		86.76			86.76
Kerosene .....	gallons.. 5,815	5,416.24	5,591.98	175.74	
Oils, other .....	do. 20,048	173.82	175.00	1.68	
Soap .....		1,387.16	490.79		896.37
Tallow and grease .....		56.20	350.25	294.05	
Shingles:					
Cedar or pine .....	bundles.. 20,000	828.00	267.66		60.34
Cypress .....		440.00			440.00
Shooks .....	bundles.. 3,300	900.00	2,794.18	1,894.18	
Wooden manufactures .....		287.46	246.54		40.92
Potatoes .....	barrels.. 31	133.42	62.86		71.06
Jewelry .....			110.00	110.00	
India rubber goods .....			54.63	54.63	
Hay and forage .....			90.99	90.99	
Wood hoops .....			59.17	59.17	
Electrical apparatus .....			178.44	178.44	
Whisky .....	gallons.. 106		244.63	244.63	
Coal .....	tons.. 1		2.44	2.44	
Firearms .....			8.06	8.06	
Tombstones .....			24.32	24.32	
Total .....		182,198.68	181,440.66	25,483.13	26,236.25

*Imports and exports from Antigua for the years 1895-1898.*

## IMPORTS.

Country.	1895.	1896.	1897.	1898.
United Kingdom .....	\$245,918.00	\$243,720.00	\$205,132.46	\$183,029.91
United States .....	244,341.00	211,896.56	220,186.88	181,440.56
All other countries .....	74,503.00	117,729.00	103,583.06	51,300.82
Total .....	605,362.00	578,345.56	528,902.40	415,770.79

*Imports and exports from Antigua for the years 1896-1898—Continued.*

## EXPORTS.

Country.	1896.	1896.	1897.	1898.
All countries.....	\$418,200.00	\$629,332.80	\$562,569.50	(a)
United States.....	230,897.18	549,960.41	491,599.78	\$384,544.69

a Can not be given. The Treasury Department has no compulsory record of outward cargoes, and its returns for 1898 show aggregate values of \$346,550.40, or nearly \$88,000 less than the exports to the United States alone.

*Imports from the United States for the six months ended June 30, 1899, compared with same period in 1898.*

Articles.	1898.	1899.	Articles.	1898.	1899.
Horses.....		\$360.00	Hardware.....	\$909.46	\$514.52
Mules.....		8,170.00	Hardware, free.....		14.82
Bread and biscuits.....	\$8,624.86	8,232.54	Machinery.....	2.40	
Flour:			Books and printed matter.....	277.16	46.96
Wheat.....	36,903.50	19,717.28	Boots and shoes.....	864.50	689.78
Rye.....	42.90	31.04	Carriages.....	160.32	249.94
Corn:			Drugs and chemicals.....	506.16	459.88
Meal.....	11,818.86	7,558.44	Earthen and glass ware.....	215.44	180.96
Grain.....	5,763.08	5,137.34	Fancy goods.....	190.24	74.28
Oats.....	94.28	69.70	Furniture.....	72.48	46.84
Peas and beans.....	282.48	182.82	Government stores.....	62.78	8.50
Rice.....		9.60	Leather and saddlery.....	56.16	.20
Beef.....	373.84	465.14	Lime.....		7.00
Butter.....	800.84	569.52	Matches.....	333.66	812.46
Cheese.....	402.18	353.28	Musical instruments.....	38.50	12.00
Fish:			Oil meal and cake.....	4,008.10	3,849.26
Dried.....	349.80	719.44	Packages.....	19.44	26.74
Pickled mackerel.....		28.80	Paint.....	106.16	53.00
Pickled salmon.....		15.00	Perfumery.....	177.58	320.96
Pickled herrings.....		241.10	Pitch and tar.....	186.32	35.32
Hams and bacon.....	372.84	660.30	Rope and cordage.....	211.04	238.50
Lard.....	1,156.34	1,324.52	Stationery and paper.....	562.38	381.46
Oleomargarine.....	560.80	1,112.00	Candles, tallow.....	91.14	51.96
Pork.....	12,930.26	9,480.82	Kerosene.....	2,841.72	2,308.88
Sausages and tongues.....	61.58	69.50	Other oils.....	142.96	86.38
Coffee.....	229.04	225.56	Soap.....	179.32	16.80
Fruits and vegetables:			Tallow and grease.....	214.10	94.34
Fresh.....	117.24	14.46	Shingles, cedar and pine.....	264.00	
Tinned.....	77.00	36.26	Shooks.....	400.00	1,487.00
Raisins.....	17.26	15.16	Wooden manufactures.....	83.64	51.43
Sugar, refined.....	28.18		Potatoes.....	17.76	
Starches.....	1.10	2.82	Jewelry.....	75.20	27.34
Vermicelli.....	.66		India rubber goods.....	24.34	40.80
Groceries, unenumerated.....	850.10	759.86	Hay and forage.....	35.24	20.88
Malt in bottles.....	22.28	7.56	Wood hoops.....	60.76	
Wine in bottles.....	2.96	3.68	Electrical apparatus.....	162.00	
Opium.....	42.50		Ships, boats, and all articles repairing them.....		69.80
Cigars.....	31.00	5.22	Tombstones, rails, etc.....		18.40
Tobacco:			Plants and seeds.....		8.40
Leaf.....	1,581.84	2,047.14	Firearms.....		6.76
Manufactured.....	6.00	12.18	Whisky.....	241.28	
Pitch pine lumber.....	822.60	625.20			
White and spruce pine.....	1,440.06	1,995.06	Total.....	98,073.52	78,079.48
Cottons and woolsens.....	419.84	766.56			
Haberdashery.....	158.18	266.48			

*Value of imports, six months of 1899.*

From United Kingdom.....	\$106,132.80
From United States.....	73,079.43
From other countries.....	45,121.28
	224,333.56

*Value of exports, six months of 1899.*

To all other countries.....	\$67,980.56
To United States.....	439,965.02
	507,945.18

*Number, tonnage, and crews of sailing vessels entered and cleared at ports in the colony of the Leeward Islands, from each country, in the year 1898.*

## ENTERED.

Countries whence arrived.	British.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British North America .....	6	728	30	.....	.....	.....	6	728	30
British West Indies .....	81	4,058	463	18	2,189	108	99	6,242	566
United States .....	8	748	19	.....	.....	.....	3	748	19
French ports .....	378	2,439	1,005	410	1,569	1,119	788	4,068	2,124
Dutch ports .....	62	513	164	46	731	186	98	1,304	350
Danish ports .....	1,661	4,941	4,960	434	1,624	1,224	2,125	6,565	6,184
American West Indies .....	1	3	8	.....	.....	.....	1	3	8
Internal trade .....	689	10,136	2,512	167	2,827	681	796	12,968	8,148
Total .....	2,851	23,611	9,156	1,065	9,000	3,268	3,916	32,611	12,419

Countries whence arrived.	Foreign.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British West Indies .....	6	413	34	9	2,259	61	15	2,672	95
United States .....	5	888	73	.....	.....	.....	5	968	73
French ports .....	45	809	186	10	767	46	56	1,576	231
Dutch ports .....	244	2,979	707	100	1,008	257	344	3,988	964
Danish ports .....	81	146	99	18	179	48	44	325	142
Spanish ports .....	1	106	7	2	181	21	3	286	28
Haiti and Santo Domingo .....	.....	.....	.....	1	5	4	1	5	4
Internal trade .....	28	645	148	8	456	46	36	1,101	189
Total .....	360	6,085	1,248	143	4,806	478	508	10,891	1,726

Countries whence arrived.	Total.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British North America .....	6	728	30	.....	.....	.....	6	728	30
British West Indies .....	87	4,466	497	27	4,448	164	114	8,914	661
United States .....	8	1,736	92	.....	.....	.....	8	1,736	92
French ports .....	423	3,298	1,190	420	2,336	1,166	843	5,634	2,355
Dutch ports .....	296	3,492	871	146	1,800	443	442	5,292	1,314
Danish ports .....	1,722	5,087	5,069	447	1,803	1,267	2,169	6,890	6,326
Spanish ports .....	1	106	7	2	181	21	3	286	28
American West Indies .....	1	3	8	.....	.....	.....	1	3	8
Haiti and Santo Domingo .....	.....	.....	.....	1	5	4	1	5	4
Internal trade .....	667	10,781	2,655	165	3,288	677	832	14,064	3,382
Total .....	3,211	29,696	10,404	1,208	13,806	3,741	4,419	43,502	14,145

## CLEARED.

Countries to which departed.	British.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British North America .....	6	761	35	.....	.....	.....	6	761	35
United Kingdom .....	1	217	9	.....	.....	.....	1	217	9
British West Indies .....	71	2,515	391	14	908	80	85	3,423	471
United States .....	9	2,542	61	.....	.....	.....	9	2,542	61
French ports .....	327	2,888	891	501	1,610	1,378	828	3,993	2,264
Dutch ports .....	71	1,166	232	38	398	141	104	1,563	373
Danish ports .....	1,888	5,576	5,375	289	1,122	800	2,127	6,698	6,175
Spanish ports .....	.....	.....	.....	8	602	63	8	602	63
American West Indies .....	2	4	6	3	6	9	5	10	15
Haiti and Santo Domingo .....	4	37	14	6	541	32	10	578	46
Internal trade .....	685	9,582	2,415	143	2,917	607	778	12,449	3,022
Total .....	2,964	24,182	9,429	997	8,104	3,106	3,961	32,286	12,534

*Number, tonnage, and crews of sailing vessels entered and cleared at ports in the colony of the Leeward Islands, from each country, in the year 1898—Continued.*

## CLEARED—Continued.

Countries to which departed.	Foreign.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British West Indies.....	8	138	14	5	416	23	8	553	37
United States.....	12	3,389	138	1	514	9	13	3,908	147
French ports.....	48	1,066	194	13	282	69	61	1,368	263
Dutch ports.....	316	3,769	879	17	517	86	333	4,286	965
Danish ports.....	28	161	86	20	105	57	48	266	143
Spanish ports.....	2	131	21	1	328	7	8	459	28
Haiti and Santo Domingo.....				1	69	6	1	69	6
Internal trade.....	19	214	71	14	588	61	33	802	132
Total.....	428	8,888	1,408	72	2,313	313	500	11,706	1,721

Countries to which departed.	Total.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British North America.....	6	761	35				6	761	35
United Kingdom.....	1	217	9				1	217	9
British West Indies.....	74	2,658	405	19	1,323	103	98	3,976	508
United States.....	21	5,381	199	1	514	9	22	6,445	208
French ports.....	375	3,469	1,085	514	1,892	1,442	889	5,361	2,527
Dutch ports.....	387	4,934	1,111	50	915	227	437	5,849	1,338
Danish ports.....	1,866	5,737	5,461	309	1,227	857	2,176	6,964	6,318
Spanish ports.....	2	131	21	9	930	70	11	1,061	91
American West Indies.....	2	4	6	3	6	9	5	10	15
Haiti and Santo Domingo.....	4	37	14	7	610	38	11	647	52
Internal trade.....	654	9,746	2,486	157	3,506	668	311	13,251	3,154
Total.....	3,392	33,620	10,832	1,069	10,922	3,423	4,461	44,542	4,255

*Number, tonnage, and crews of steam vessels entered and cleared at ports in the colony of the Leeward Islands, from each country, in the year 1898.*

## ENTERED.

Countries whence arrived.	British.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British West Indies.....	13	13,149	424	8	12,459	236	21	80,808	660
United States.....	6	8,896	243				6	8,896	243
French ports.....	143	204,487	7,127	10	16,313	416	153	220,800	7,543
Dutch ports.....	4	6,912	182				4	6,912	182
Danish ports.....	47	69,714	2,394	8	9,258	441	55	78,967	2,835
Internal trade.....	267	335,160	12,961	13	18,666	626	280	408,826	13,577
British North America.....	1	1,179	40				1	1,179	40
Spanish ports.....	1	1,246	40				1	1,246	40
Total.....	432	695,743	23,406	39	56,691	1,719	521	752,434	25,125

Countries whence arrived.	Foreign.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
United States.....	6	5,400	195				6	5,400	195
French ports.....	1	80	17	23	1,956	337	24	2,036	404
Total.....	7	5,480	212	23	1,956	337	30	7,436	599

*Number, tonnage, and crews of steam vessels entered and cleared at ports in the colony of the Leeward Islands, from each country, in the year 1898—Continued.*

## ENTERED—Continued.

Countries whence arrived.	Total.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British West Indies.....	13	18,149	424	8	12,459	236	21	30,608	660
United States.....	12	14,296	443	.....	.....	.....	12	14,296	443
French ports.....	144	204,567	7,144	83	18,269	808	177	222,836	7,941
Dutch ports.....	4	6,912	182	.....	.....	.....	4	6,912	182
Danish ports.....	47	69,714	2,894	8	9,258	441	55	7,896	2,835
Internal trade.....	267	385,160	12,951	13	18,666	626	280	408,820	13,577
British North America.....	1	1,179	40	.....	.....	.....	1	1,179	40
Spanish ports.....	1	1,246	40	.....	.....	.....	1	1,246	40
Total.....	499	701,223	23,618	62	56,647	2,106	551	759,870	25,724

## CLEARED.

Countries to which departed.	British.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
United Kingdom.....	3	3,472	88	.....	.....	.....	3	3,472	88
British West Indies.....	7	9,186	240	6	6,831	174	13	16,017	414
French ports.....	152	222,687	7,562	29	47,998	1,260	181	270,590	8,812
Danish ports.....	58	78,086	2,670	7	8,144	342	60	86,180	3,012
Dutch ports.....	1	1,984	52	.....	.....	.....	1	1,984	52
United States.....	3	4,642	120	6	10,287	185	9	14,929	305
British Honduras.....	.....	.....	.....	2	2,536	54	2	2,536	54
Internal trade.....	211	297,427	10,500	88	55,836	1,769	249	353,263	12,269
British North America.....	3	3,523	119	.....	.....	.....	3	3,523	119
Total.....	498	620,807	21,341	88	181,627	3,784	521	752,434	25,125

Countries to which departed.	Foreign.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
French ports.....	2	160	34	28	7,276	565	30	7,436	599
Total.....	2	160	34	28	7,276	565	30	7,436	599

Countries to which departed.	Total.								
	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
United Kingdom.....	3	3,472	88	.....	.....	.....	3	3,472	88
British West Indies.....	7	9,186	240	6	6,831	174	13	16,017	414
French ports.....	154	222,697	7,566	57	55,269	1,325	211	277,966	9,411
Danish ports.....	58	78,086	2,670	7	8,144	342	60	86,180	3,012
Dutch ports.....	1	1,984	52	.....	.....	.....	1	1,984	52
United States.....	3	4,642	120	6	10,287	185	9	14,929	305
British Honduras.....	.....	.....	.....	2	2,536	54	2	2,536	54
Internal trade.....	211	297,427	10,500	38	55,836	1,769	249	353,263	12,269
British North America.....	3	3,523	119	.....	.....	.....	3	3,523	119
Total.....	435	620,967	21,375	116	138,903	4,349	551	759,870	25,724



*Number, tonnage, and crews of sailing vessels of each nation entered and cleared at ports in the colony of the Leeward Islands in the year 1898.*

## ENTERED.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British .....	2,851	23,611	9,156	1,065	9,000	3,263	3,916	32,611	12,419
American .....	16	1,384	141	10	2,971	79	26	4,356	220
French .....	42	725	170	5	168	19	47	888	189
Dutch .....	278	3,851	859	114	1,419	318	392	5,270	1,177
Venezuelan .....	.....	.....	.....	3	208	31	3	203	31
Danish .....	11	31	32	6	18	12	17	49	44
Haitian .....	13	94	46	5	82	19	18	126	65
Total .....	3,211	29,696	10,404	1,208	13,806	3,741	4,419	43,502	14,145

## CLEARED.

British .....	2,964	24,732	9,429	997	8,104	3,105	3,961	32,836	12,534
American .....	20	3,533	167	5	819	50	25	4,352	217
French .....	40	761	152	7	127	37	47	888	189
Dutch .....	350	4,334	1,009	42	986	167	392	5,270	1,176
Danish .....	11	33	32	8	20	13	19	53	50
Russian .....	.....	.....	.....	1	247	8	1	347	8
Norwegian .....	.....	.....	.....	1	514	9	1	514	9
Haitian .....	4	24	12	8	55	29	12	79	41
Venezuelan .....	8	203	31	.....	.....	.....	3	203	31
Total .....	3,892	33,620	10,832	1,069	10,922	3,423	4,461	44,542	14,256

*Number, tonnage, and crews of steam vessels of each nation entered and cleared at ports in the colony of the Leeward Islands in the year 1898.*

## ENTERED.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.	Ves-sels.	Tons.	Crews.
British .....	482	695,743	23,406	39	56,691	1,719	521	752,434	25,125
Norwegian .....	6	5,400	195	.....	.....	.....	6	5,400	195
French .....	1	80	17	23	1,956	387	24	2,036	404
Total .....	489	701,223	23,618	62	58,647	2,106	551	759,870	25,724

## CLEARED.

British .....	433	620,807	21,341	88	181,627	3,784	521	752,434	25,125
Norwegian .....	.....	.....	.....	6	5,400	195	6	5,400	195
French .....	2	160	34	22	1,876	370	24	2,036	404
Total .....	435	620,967	21,375	116	183,903	4,349	551	759,870	25,724

## AGRICULTURE IN THE LEEWARD ISLANDS.

Consul Hunt, of Antigua, under date of September 2, 1899, sends the annual report of the department of agriculture of Antigua for 1898. A summary (the full text having been transmitted to the Department of Agriculture) is given below:

The report is interesting as demonstrating, as the result of extended experiments, that the popular idea that the soil of Antigua is adapted only to the cultivation of sugar cane is largely fallacious. All the ordinary garden vegetables, such as beets,

beans, tomatoes, lettuce, radishes, cucumbers, and onions, can be grown with success. The cultivation of onions alone promises to be a great industry; it may be said to have been fairly tested and to have been proved remunerative. The American market is open for about two months of the year to receive all the onions we can ship. The seeds of the red and the white Bermuda onions are planted from the middle of September to the end of October. Four and one-half pounds of this seed planted in seed beds the middle of last September and transplanted eight weeks afterwards in cane land yielded 29,500 pounds (about 13 tons) of onions of the best quality. Seeds for these onions are also grown in Teneriffe, and cost there 73 cents per pound, while the Bermuda seed costs in New York \$2.45 per pound. The onions are shipped in crates of 50 pounds net, valued in New York at 12s. 6d. (\$3.04) per crate. The crates are usually made of barrel staves, with board ends, 24 inches long, 16 wide, and 6½ deep.

**Potatoes.**—Potatoes, in former years, have been grown very successfully in many places. Last year, seed of a very choice and expensive variety (*Solanum tuberosum*) was imported. The potatoes matured in six weeks and were of fine quality, but the return in quantity was very unsatisfactory. Canadian potatoes have been tried with good success. There is a home demand for sweet potatoes. As a new industry, the manufacture of potato meal has just been started. The yield of sweet potatoes is estimated at 4 to 5 tons per acre. Some of the best varieties of yams have been introduced from the Barbados. One variety, already cultivated on the island, is not only of the very best quality, but gives a very large return in quantity, many of the yams weighing over 20 pounds. They also improve in quality from year to year.

**Peppers.**—Chili and capsicum peppers can be easily grown, but whether the industry will be remunerative is yet to be determined. Labor is dearer in Antigua than in the other West Indies. Chilies lose three-fourths of their weight when dried. At present, they bring 4½d. (9.1 cents) per pound.

**Indian corn.**—The imports into this island last year of Indian corn meal, corn, and oats were as follows:

		Quantities.	Values.	
Corn meal.....	barrels..	18, 617	£5, 918	\$28, 800
Indian corn.....	bags..	2, 769	2, 337	11, 873
Oats.....	bushels..	1, 377	150	730
Total .....			8, 405	40, 903

There is no reason why Antigua should not produce all the corn required for local consumption. A certain amount of rain is absolutely necessary for this crop, but from May or June up to October would be good months for planting. Corn is usually grown as a catch crop in the lands devoted to sugar cane.

Guinea corn is a very valuable fodder plant and grows easily here. Planted with the first rains in May or June, it soon runs up to 8 feet in height, when it should be cut. In a short time it is again ready for being cut as fodder, after which it should be allowed to run to seed, giving as good a crop.

Pineapples, cocoanuts, limes, and oranges will all do well; but Antigua will never be a fruit-exporting island, with the exception of pineapples. Shipments of this fruit amounted last year to \$6,524. Pineapples are packed in three grades, according to size. The Antigua pineapple is of much better flavor than the Puerto Rico, but the Puerto Rico pineapple, on account of its greater size, is preferred. This industry is capable of development.

#### INCOME TAX IN ANTIGUA.

Consul Hunt sends from Antigua, October 31, 1899, copies of acts<sup>1</sup> of the legislative council imposing a tax of 2 per cent upon all incomes of \$480 to \$720 per annum, and of 3 per cent upon all incomes over \$720 per annum, to be retroactive from January 1, 1898. A license tax is also imposed upon wholesale and retail stores, ranging from \$6 to \$97.60 per annum. This legislation, says Mr. Hunt, has been rendered necessary by the fact that the revenues of the presi-

<sup>1</sup>Text filed for reference in Bureau of Foreign Commerce.

dency are entirely inadequate to the public expenditures. The gross receipts for the maintenance of the government for the year 1898 were \$193,019.31 and the expenditures \$257,865.67, showing a deficiency of \$64,846.36.

Another enactment so amends previous acts relating to the landing tax on packages passing through the custom-house as to exempt from such taxation goods being the growth, produce, or manufacture of other of the Leeward Islands, or returned packages or goods previously exported from Antigua.

## DANISH WEST INDIES.

### ST. THOMAS.

I inclose the annual report of the imports into the port of St. Thomas for the fiscal year 1898-99.

MAHLON VAN HORNE.

ST. THOMAS, *July 13, 1899.*

*Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899.*

Countries.	Linens.		Cottons.		Woolens.		Silks.		Mixed materials.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pckgs.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>	
Denmark .....	1	\$106	3	\$46	3	\$37				
Germany .....	10	614	29	2,227	9	916	1	\$4	1	\$42
Great Britain .....	38	2,604	460	64,729	59	4,663	20	1,010	4	478
France .....	5	191	22	1,791	8	788	9	1,476		
Italy .....	1	80	3	180	2	76	1	26		
South American States .....			1	10						
United States .....			171	4,766	3	87	4	4		
British Possessions, North America .....			2	83						
British West Indies .....			61	3,367			2	15		
Danish West Indies .....			4	24						
North American West Indies .....	1	40								
Dutch West Indies .....	1	50								
<b>Total .....</b>		<b>3,685</b>		<b>77,142</b>		<b>6,467</b>		<b>2,533</b>		<b>520</b>

  

Countries.	Clothing.		Wheat flour.		Rye flour.		Corn meal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pckgs.</i>		<i>Barrels.</i>		<i>Barrels.</i>		<i>Barrels.</i>	
Denmark .....	60	\$894						
Germany .....	38	1,068	1	\$4				
Great Britain .....	129	5,475						
Belgium .....	1	10						
France .....	47	3,228						
Italy .....	4	229						
South American States .....	1	5	1	4				
United States .....	58	479	14,055	60,981	1,418	\$4,819	3,210	\$6,907
British Possessions, North America .....			173	858				
British West Indies .....	18	185						
Danish West Indies .....	5	28			10	33	1	8
North American West Indies .....	1	7					25	51
Dutch West Indies .....			34	118	42	168	40	83
Haiti .....	3	18	2	8				
<b>Total .....</b>		<b>11,606</b>		<b>61,973</b>		<b>5,020</b>		<b>7,014</b>

*Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.*

Countries.	Beef, salted and smoked.		Tongues and sausages.		Pork, salted and smoked.		Hams.		Butter.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Casks.</i>		<i>Casks.</i>		<i>Pcks.</i>		<i>Casks.</i>	
Denmark .....			132	\$1,220			3	\$35	96	\$3,368
Germany .....			43	480			2	41	23	862
Great Britain .....					1	\$5	20	414	5	171
France .....			3	40						
Italy .....									1	15
United States .....	202	\$1,834	11	106	588	5,237	296	3,700	{ 186 } a 523	{ 2,568 } 4,351
British Possessions, North America .....			2	3	1	5	7	13	1,495	4,964
British West Indies .....									34	490
Danish West Indies .....									4	27
North American West Indies .....	3	24								
Haiti .....									2	1
Total .....		1,858		1,849		5,247		4,208		17,182

Countries.	Cheese.		Lard.		Refined sugar.		Fish, salted and smoked.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Cases.</i>		<i>Casks.</i>		<i>Pcks.</i>		<i>Pcks.</i>	
Denmark .....	6	\$26					1	\$8
Germany .....	2,655	3,412	1	\$8	2	\$18	48	620
Great Britain .....	5	42			5	33		
Holland .....	180	201						
United States .....	657	1,414	538	5,482	255	4,139	20	115
British Possessions, North America .....	235	1,218					{ a 1,157 } b 1,941	{ 4,543 } 189
Danish West Indies .....					2	33		
North American West Indies .....	13	3						
Dutch West Indies .....	2	4						
Haiti .....			1	1				
Total .....		6,320		5,441		4,243		5,475

Countries.	Fish, pickled.		Beans and pease.		Wheat and corn.		Oats.		Groats.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Pcks.</i>		<i>Pcks.</i>		<i>Barrels.</i>		<i>Pcks.</i>	
Germany .....							15	\$41	17	\$78
Great Britain .....	1	\$9							39	174
South American States .....			10	\$49						
United States .....	79	100	87	4,654	3,064	\$2,580	170	405	11	23
British Possessions, North America .....	255	1,000	15	550			174	364		
British West Indies .....			5	40	5	6				
Danish West Indies .....			10				2	7		
North American West Indies .....			2	14	14,600	66				
Dutch West Indies .....			1	3	12	12				
Haiti .....			3	20	19	20				
Total .....		1,109		5,340		2,684		817		275

a Salted.

b Smoked.

*Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.*

Countries.	Yams and potatoes.		Bread.		Tea.		Canned goods.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Pkgs.</i>		<i>Cases.</i>		<i>Cases.</i>	
Denmark .....			1	\$2			42	\$423
Germany .....	21	\$29			812	\$840	178	1,386
Great Britain .....			88	771	41	679	860	7,584
Belgium .....							6	85
France .....	30	16	19	9			173	1,477
Spain .....			19	5			1	27
Italy .....							88	827
United States .....	163	355	1,206	3,540			1,648	7,432
British Possessions, .....								
North America.....	1,261	2,459	27	101			16	129
British West Indies..	850	1,135	1	1	1	1	7	45
Danish West Indies..	2	8					5	17
North American .....								
West Indies.....	369	687	25	60			3	19
French West Indies.	1	1					5	26
Dutch West Indies..	527	1,089	4	8			1	1
Total.....		5,724		4,497		1,520		18,928

Countries.	Corks.		Copper.		Lead.		Iron.		Castings.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....							1	\$7		
Germany .....	15	\$161								
Great Britain .....	2	80	3	\$167	1	\$9	1,257	3,395	3,593	\$476
France .....	41	406								
United States .....	1	88					2	13	13	500
British West Indies..			40	1						
North American .....										
West Indies.....			4,811	170					1	25
Santo Domingo .....							13	150		
Total.....		730		338		9		3,565		1,001

Countries.	Nails.		Bicycles.		Tin sheets.		Hardware.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Cases.</i>		<i>Pkgs.</i>		<i>Cases.</i>		<i>Pkgs.</i>	
Denmark .....							4	\$30
Germany .....	25	\$30	1	\$67	1	\$10	59	959
Great Britain .....	84	350			41	133	559	6,249
Belgium .....	16	47						
France .....					1	10	43	1,396
United States .....	222	172	20	559	7	95	358	2,562
British Possessions, .....								
North America.....							5	115
British West Indies..							3	45
Danish West Indies..							1	40
North American .....								
West Indies.....							1	25
French West Indies.							4	19
Halt.....							1	6
Total.....		649		625		248		11,496

*Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.*

	Earthenware and porcelain.		Shoeware.		Saddlery.		Leather and skin.		Glassware.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	3	\$19	7	\$83	.....	.....	.....	.....	4	\$30
Germany .....	87	511	22	1,857	.....	.....	1	\$94	249	1,187
Great Britain .....	89	774	42	1,560	.....	.....	8	86	50	636
Holland .....	.....	.....	.....	.....	.....	.....	.....	.....	10	24
France .....	5	158	54	5,468	.....	.....	.....	.....	18	335
United States .....	16	197	411	11,318	8	\$86	40	1,366	188	873
British Possessions, North America .....	.....	.....	11	287	2	43	.....	.....	.....	.....
British West Indies .....	8	10	1	5	.....	.....	.....	.....	1	1
Danish West Indies .....	.....	.....	4	11	.....	.....	.....	.....	1	8
North American West Indies .....	.....	.....	1	10	.....	.....	.....	.....	.....	.....
Total .....	.....	1,664	.....	20,594	.....	129	.....	1,496	.....	3,094

	Paper.		Cards.		Lumber.		Shingles.		Cement.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pieces.</i>		<i>Pieces.</i>		<i>Casks.</i>	
Denmark .....	87	\$573	.....	.....	7	\$27	.....	.....	860	1,367
Germany .....	81	828	.....	.....	8	15	.....	.....	.....	.....
Great Britain .....	98	3,062	.....	.....	2	35	.....	.....	.....	.....
France .....	209	1,689	.....	.....	(a)	5,204	.....	.....	.....	.....
United States .....	428	772	1	\$27	(b)	87	227,975	\$309	.....	.....
British Possessions, North America .....	1	13	.....	.....	.....	8	.....	.....	.....	.....
British West Indies .....	1	1	.....	.....	6	17	.....	.....	.....	.....
Danish West Indies .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North American West Indies .....	.....	.....	4	25	150 ft.	2	.....	.....	.....	.....
Haiti .....	.....	.....	.....	.....	1	1	.....	.....	.....	.....
Total .....	.....	6,883	.....	52	.....	5,391	.....	309	.....	1,367

	Hardwood posts.		Tiles.		Marble.		Tapestry.		Mats.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pieces.</i>		<i>Pieces.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	.....	.....	.....	.....	2	19	.....	.....	.....	.....
Germany .....	.....	.....	.....	.....	10	407	4	118	.....	.....
Great Britain .....	.....	.....	.....	.....	1	78	.....	.....	4	31
Italy .....	.....	.....	.....	.....	1	8	.....	.....	.....	.....
United States .....	.....	.....	100	25	.....	.....	.....	.....	.....	.....
British West Indies .....	84	46	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	46	.....	25	.....	510	.....	118	.....	31

	Grindstone.		Mineral water.		Whisky.		Brandywine.		Cordage.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pieces.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	.....	.....	.....	.....	65	\$132	1	\$15	.....	.....
Germany .....	.....	.....	41	\$200	.....	.....	40	60	2	\$19
Great Britain .....	12	\$4	.....	.....	192	645	.....	.....	71	880
Holland .....	.....	.....	55	207	.....	.....	.....	.....	.....	.....
France .....	.....	.....	10	31	.....	.....	.....	.....	.....	.....
Italy .....	.....	.....	.....	.....	.....	.....	.....	.....	1	52
United States .....	.....	.....	.....	.....	1,084	3,909	.....	.....	133	1,462
British Possessions, North America .....	.....	.....	.....	.....	100	443	.....	.....	27	70
British West Indies .....	.....	.....	11	11	.....	.....	.....	.....	.....	.....
Danish West Indies .....	8	5	.....	.....	.....	.....	.....	.....	1	8
North American West Indies .....	.....	.....	1	4	.....	.....	.....	.....	.....	.....
Total .....	.....	9	.....	453	.....	5,129	.....	75	.....	2,491

a 279,468 feet; 586 packages.

b 5,011 packages, 3 pieces.

*Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.*

	Wine.		Brandy.		Gin.		Spirits.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	11	\$36					8	\$62
Germany .....	371	1,329	110	\$214	802	\$678	264	4,568
Great Britain .....	152	1,128	153	1,252	86	74		
Holland .....					1,650	2,940		
France .....	976	5,816	260	1,990			1	12
Spain .....	66	459						
Italy .....	116	967						
United States .....					55	129	10	183
British Possessions, .....								
North America .....	1	68						
British West Indies .....	10	38	8	19				
Danish West Indies .....	7	177	1	9				
North American .....					60	155		
West Indies .....								
Total .....		10,083		3,493		3,876		4,825

	Liquor.		Cherry cordial.		Beer.		Vinegar.		Rum.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Casks.</i>		<i>Pkgs.</i>		<i>Casks.</i>	
Denmark .....	15	\$90	28	\$143	1,455	\$6,286				
Germany .....	1,410	645	285	533	498	1,644	14	\$217		
Great Britain .....	15	61			378	1,580				
Holland .....							5	49		
France .....	118	794			5	28	10	147		
Italy .....	1	25								
South American .....										
States .....	10	6								
United States .....	1	4			156	806	8	38		
British West Indies .....	105	884					6	9	564	\$7,982
Danish West Indies .....									41	833
North American .....									11	117
West Indies .....									8	18
French West Indies .....									17	250
Dutch West Indies .....										
Total .....		2,459		676		10,346		460		9,175

	Coffee.		Cacao.		Rice.		Tobacco, leaf.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Pounds.</i>		<i>Pkgs.</i>		<i>Pounds.</i>	
Germany .....	a 100	\$10			1,283	\$6,659		
Great Britain .....					25	132		
South American .....								
States .....	a 1,196	109						
United States .....	84	657					82,705	\$5,596
British West Indies .....	a 982	58						
North American .....								
West Indies .....	7,425	759			1	6		
Haiti .....	36,854	2,949	300	\$9			50	6
Santo Domingo .....	3,080	206						
Total .....		4,748		9		6,797		5,602

a Pounds.

Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.

	Tobacco, manufactured.		Cigars.		Matches.		Spice.		Hides.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Pkgs.		Pieces.		Pkgs.		Pkgs.		No.	
Denmark .....	4	\$216	10,000 <sup>a</sup>	\$370			2	\$11		
Germany .....	22	259	626,150 <sup>a</sup>	4,446	67	\$1,289	10	114		
Great Britain .....	7	475	110,000 <sup>a</sup>	982			20	209		
Holland .....	1	24	51,000 <sup>a</sup>	342						
France .....	1	12	6	272			1	5		
Italy .....										
South American States .....			119							
United States .....	127	3,062	48,500 <sup>a</sup>	3,899	7	51	8	76		
British Possessions, North America .....					10	82				
British West Indies .....	825-D	163	172						6	\$1
Danish West Indies .....			17							
North American West Indies .....			9,478 <sup>a</sup>							
French West Indies .....									282	27
Haiti .....			52							
Santo Domingo .....			166 <sup>a</sup>							
Total .....		4,211	20,265		1,872		416		28	

  

	Pottery.		Turtle-shells.		Cotton.		Sugar, raw.		Fruits.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Pieces.		No.		Pkgs.		Lbs.			
Denmark .....					1	\$3				
United States .....					50	386				\$138
British West Indies .....	202	\$15	13	\$51			181,366	\$5,053		1,002
Danish West Indies .....	1	4					208,968	7,129		
North American West Indies .....	140	84	8	62			472,380	12,496		1,002
French West Indies .....	329	329	10	25						105
Dutch West Indies .....	656	51					12,400	250		359
Haiti .....			88	146						8
Total .....		483	284		389		24,940		2,614	

  

	Steam coal.		Paints.		Oil, sweet.		Kerosene.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.		Pkgs.		Pkgs.		Pkgs.	
Denmark .....					4	\$65		
Germany .....	1,293	\$4,448	11	\$90	60	787		
Great Britain .....	14,859	45,469	1,657	4,715	71	1,146		
France .....			2	23	898	2,333		
Italy .....					213	1,392		
United States .....	68,228	126,456	162	966	318	3,890	3,177	\$3,276
British Possessions, North America .....			1	14	1	19		
North American West Indies .....					40	269		
Total .....		176,373		5,808		9,891		3,276

<sup>a</sup> Packages.



Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.

	Straw.		Soap.		Candles.		Starch.		Raisins and currants.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Cases.</i>		<i>Cases.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....			1	\$7						
Germany .....			10	118	190	\$308	1	\$6	11	\$53
Great Britain .....			4,878	5,938					29	66
Holland .....					200	406				
France .....			1	18	1	6				
United States .....			387	898	335	862	1,017	1,298	65	155
British Possessions, North America .....	6,000	\$108	40	77			5	21		26
British West Indies .....										
North American West Indies .....			25	83			1	3	1	2
French West Indies .....	166	7								
Dutch West Indies .....	5,000	100								
Total .....		215		7,084		1,576		1,328		292

	Figs.		Prunes.		Dates.		Almonds.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Germany .....	1	\$13					7	\$71
Great Britain .....	5	50	11	\$166	7	\$38	3	28
France .....	1	7	1	11				
United States .....			83	77	4	7	1	3
Haiti .....			1	1				
Total .....		70		255		40		102

	Nuts.		Olives.		Sago.		Saloop.		Vermicelli.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Cases.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Cases.</i>	
Germany .....	2	\$13			11	\$53			25	\$64
Great Britain .....			17	\$60	3	11	2	\$24		
France .....	1	3			1	4			164	614
Spain .....			10	4						
Italy .....	2	5	1	6					129	129
South American States .....										
United States .....	100	218			19	66			1,500	945
British West Indies .....	44	155								
North American West Indies .....	25	90								
Dutch West Indies .....	4	12	1	3						
Total .....		496		78		134		24		1,742

	Gunpowder.		Straw hats.		Felt hats.		Drugs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Casks.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....							4	\$46
Germany .....	10	\$235	6	\$94	5	\$62	66	1,020
Great Britain .....	1	40	54	2,379	38	1,100	95	1,306
France .....			9	159	8	238	32	565
Italy .....			3	42	4	116	1	25
South American States .....			3	1,088			1	50
United States .....	1	12	17	208	19	218	316	2,382
British Possessions, North America .....							17	361
British West Indies .....							5	24
Danish West Indies .....	1	5	1	2				
North American West Indies .....			2	127				
French West Indies .....			24	1				
Total .....		292		4,095		1,729		5,779

*Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.*

	Jewelry.		Perfumery.		Toys.		Poultry.		Horses.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>No.</i>		<i>Head.</i>	
Denmark .....	9	\$111			26	\$301				
Germany .....	1	18	8	\$258	29	893				
Great Britain .....	24	1,912	18	458	75	3,857				
France .....	1	40	76	1,281	80	563				
Spain .....					8	22				
Italy .....			2	151	2	7				
South American States .....					1	5				
United States .....	14	207	817	1,154	185	10,069	α 3	\$13		
British West Indies .....	1	2	8	108	5	14	143	42	3	\$68
Danish West Indies .....	1	5	1	2	1	2			8	132
North American West Indies .....	1	110	43	1,289	8	129	15	8	2	82
French West Indies .....							132	88		
Dutch West Indies .....							98	26		
Total .....		2,405		4,691		15,862		167		282

	Horned cattle.		Donkeys.		Mules.		Sheep and goats.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Head.</i>		<i>Head.</i>		<i>Head.</i>		<i>Head.</i>	
British Possessions, North America .....							10	\$71
British West Indies .....	1,111	\$14,055	2	\$16	1	\$15	908	1,861
Danish West Indies .....							9	87
North American West Indies .....	358	8,601					51	94
Dutch West Indies .....	12	220	1	10			52	120
Total .....		22,876		26		15		1,688

	Hogs and pigs.		Turtles.		Oysters.		Furniture and looking-glasses.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Head.</i>		<i>No.</i>		<i>Packages.</i>		<i>Packages.</i>	
Germany .....							7	\$379
Great Britain .....							14	470
Holland .....							2	113
France .....							6	189
Italy .....							1	12
United States .....					26	\$62	518	3,553
British West Indies .....	476	\$1,891	21	\$69			b 4	5
Danish West Indies .....								
North American West Indies .....	1	4						
Dutch West Indies .....	80	111						
Haiti .....							2	6
Total .....		2,006		69		62		4,227

	Coach-makers' work.		Pitch.		Tar.		Turpentine.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Packages.</i>		<i>Barrels.</i>		<i>Barrels.</i>		<i>Casks.</i>	
Great Britain .....					6	\$7		
United States .....			9	\$15	1	3	32	\$163
British Possessions, North American .....	1	\$68						
Danish West Indies .....	2	57						
Total .....		125		15		10		163

α Packages.

b Pieces.

*Importations into the port of St. Thomas, Danish West Indies, during the fiscal year ending March 31, 1899—Continued.*

	Ship material.		Salt.		Woods.		Charcoal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Packages.</i>		<i>Barrels.</i>		<i>Cords.</i>		<i>Casks.</i>	
Norway .....	2	\$1,607						
Great Britain .....	35	223	13	\$28				
United States .....			7					
British Possessions, North America .....	2	5						
British West Indies .....	16	451	213	87	8	\$15	9,562	\$4,781
Danish West Indies .....	1	12					188	98
North American West Indies .....			100	26			10	5
Dutch West Indies .....	1	5	645	214			2	1
<b>Total .....</b>		2,303		362		15		4,885

	Ice.		Onions.		Sundries.		Total value.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	<i>Tons.</i>		<i>Packages.</i>		<i>Packages.</i>		
Norway .....					29	\$252	\$1,607
Denmark .....					146	1,641	15,280
Germany .....			130	\$65	256	1,329	54,363
Great Britain .....					1	4	183,924
Holland .....							4,811
Belgium .....			206	238	469	1,262	96
France .....			55	162			35,082
Spain .....							679
Italy .....							3,794
South American States .....							1,663
United States .....	1,221	\$1,244	3	8	236	1,251	329,533
British Possessions, North America .....			252	1,586	75	100	20,271
British West Indies .....	$\left\{ \begin{array}{l} 650 \\ a \ 4,500 \\ b \ 7 \end{array} \right\}$	52	547	512	$\left\{ \begin{array}{l} 114 \\ a \ 4,700 \end{array} \right\}$	474	44,948
Danish West Indies .....					77	141	8,951
North American West Indies .....			2	8	4,360	141	36,272
French West Indies .....					868	68	704
Dutch West Indies .....			6	15	$\left\{ \begin{array}{l} 11 \\ a \ 5,848 \end{array} \right\}$	79	3,309
Haiti .....					9	87	3,284
Santo Domingo .....							522
<b>Total .....</b>		1,296		2,544		6,779	748,573

a Pieces.

b Packages.

## SUPPLEMENTARY.

I transmit herein the report of imports and exports of Christiansted, St. Croix, from April 1, 1898, to March 31, 1899, received from Mr. A. J. Blackwood, consular agent at said port.

J. C. LORENTZEN, *Vice-Consul.*

ST. THOMAS, *October 24, 1899.*

*Exports from Christiansted, St. Croix, from April 1, 1898, March 31, 1899.*

Where to.	Sugar.		Rum.		Molasses.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Gallons.</i>		<i>Gallons.</i>	
Denmark .....			76	\$12.16		
St. Thomas .....	134,119	\$2,593.12	1,964	314.38	815	\$45.90
United States .....	4,719,590	94,490.31	1,106	177.04	7,643	453.56
Other countries .....	6,362,555	117,833.75			3,256	195.33
<b>Total .....</b>	11,216,204	214,917.18	3,146	508.58	11,714	702.81

Total valuation of exports.....\$216,123.57

*Imports to Christiansted, St. Croix, from April 1, 1898, to March 31, 1899.*

	From Den- mark direct.	From Den- mark via St. Thomas.	From St. Thomas.	From United States.	From other countries.	Total.
Value of articles.....	\$33,519	\$8,081	\$40,289	\$213,675	\$108,162	\$403,626

## DUTCH WEST INDIES.

### CURAÇAO.

In compliance with instructions in Department circular of July 10, 1899, I have to report:

The past year has been one of unprecedented financial and business depression in this colony. Nor does there yet seem to be substantial promise of relief. During the year, with the exception of the month of November, in which there were 4 inches of rain, there have been protracted and severe droughts. Horticulture—there is no agriculture—has been attended with more than wonted difficulty and discouragement, and yielded unusually meager returns.

The revolution in Venezuela, of which country Curaçao is practically a commercial dependency, has crippled trade to such a point that a look into almost any place of business in this city reveals abundance of leisure time at the disposal of employer and employed.

The only new enterprise calling for American products is a grocery kept by an American citizen, making a specialty of our canned goods—milk, cream, butter, cheese, ham, sausage, biscuit, fancy cereals, etc. Hitherto, these things have come mostly from Europe. The owner is meeting with some success, and Americans here are encouraging him, but he has much difficulty in getting orders promptly filled. American dealers seem too busy filling large home orders to care much whether the little order from Curaçao is seasonably filled or not. So the steamer comes without the goods, to the chagrin of the dealer here, and to the great discomfort of his customers, who must wait ten to fifteen days for the things they have learned to like. Curaçao trade itself may be too small to cater carefully for, but American dealers in all classes of goods will do well to remember that Curaçao is in close proximity to South America, and that what gets introduced and established here is pretty likely to find its way into all the Spanish Main ports.

I find it impossible to procure any statement of the trade and industries of this district for the six months ended June 30, 1899. Nothing is yet published, and nothing will be published for some time. Special information can only be obtained at a cost beyond its value.

Communication with New York is less frequent and more irregular than formerly. I know of no other change affecting American trade.

Commercial travelers are as free here as in the States.

Great carelessness is observed in the United States in the payment of postage to this colony. Many letters come here weighing over a half ounce, with only a 2-cent stamp. Of course, it costs the addressee 16 cents to get such a letter.

ELIAS H. CHENEY, *Consul.*

CURAÇAO, *October 28, 1899.*

## FRENCH WEST INDIES.

## GUADELOUPE.

## IMPORTS AND EXPORTS.

The peculiar manner in which the official reports of imports and exports are made up here makes it impossible to give accurate figures. All the tables annexed to this report are the official statements, issued from time to time in the *Journal Officiel*, but none of them balance. Thus, the total imports in detail amount to \$2,987,310.10, but in another statement are given as \$3,720,043.40, a difference of \$732,733.30. Similarly, there is a difference of \$950,366.73 in two statements of the total exports. In the one case the excess of imports over exports is \$500,768.40; in the other it is \$186,950.60. Again, the total colonial exports are given in one table as \$2,506,634.89, and in a table published simultaneously, which is supposed to give these products in detail, the sum is only \$2,492,525.12.

The source of these differences can be found, but the reason therefor is not easy to explain. Thus, in the official table of imports, the amount of lumber is stated as nil, while everyone here knows that very large quantities of white-pine and pitch-pine lumber were imported from the United States. I estimate the value at \$200,000. No statement is made of imports of sugar or rum shooks, and yet 35,000 hogsheads and 10,000 to 12,000 rum casks, besides several thousand sugar barrels, come in yearly. So, too, I know that some machinery, shoes, portable steam boilers, carriages, bicycles, typewriters, etc., were imported from the United States, but none of these appear in the tables. In the detailed statement of exports, colonial, I am able to show one very great error. The total exports of vanilla are given as \$9,914, while the invoice book shows the exports to the United States alone amounted to \$17,651.99.

But, in general terms, the exports of this colony may be put at \$3,500,000 annually, and the imports at about half a million more. That is the important fact—the great excess of imports over exports; and it is probably to a desire to conceal the real state of affairs that the incomplete and widely varying statements published are to be attributed.

## ECONOMIC CONDITIONS—FRENCH COLONIAL POLICY.

Politics, and particularly race politics, is a factor which can not be neglected in studying the commercial conditions of the colony. The colonial policy of France is another.

In a long report made to the minister of colonies by a special committee appointed to study colonial budgets, and to indicate possible reductions in the amounts allotted to the colonies by the mother country (the date of the report being June 23, 1899), this statement is made:

Now, it does not seem possible to make any greater progress unless the doctrine of assimilation is resolutely and definitely abandoned. We are in the habit of thinking of the colonies, without regard to their geographical position or population, as prolongations of the mother country. We are in a hurry to initiate them into our highly complex social life; we spare them no detail. We import among them our compli-

cated administrative machinery, our fiscal methods, our costly judiciary, our superannuated classical teaching, our armies of officeholders, and also the money of our taxpayers.

This is the idea of the Latin peoples. It has the fatal defect that it takes into account neither the variations of environment nor the mental characteristics of different races.

For the Anglo-Saxon, on the contrary, each colony is a distinct collectivity, possessing its own resources and special interests, organizing itself as it develops, subsidized temporarily by the mother country, but striving above all to create its own finances and credit until it becomes self-supporting; that is, in a position to satisfy all its needs. The tutelage of the nation diminishes in proportion to the financial growth of the colony. The normal recompense of a wise administration is a little greater liberty. This policy explains the admirable development and prosperity of the English colonies.

Guadeloupe is suffering not alone from the false policy above indicated, in its most exaggerated form, but from an extension of it which has made the island, for nearly two hundred years, subservient to the sister colony of Martinique.

The budget of the colony is about \$1,000,000 a year, or a tax of nearly \$7 for each man, woman, and child. The debt is very large and is growing greater yearly.

In April, incendiaries succeeded in laying a fifth of this city in ashes. Anarchy was rampant; it was the almost openly avowed policy of the negro party, so called.

I can not do better than to quote some parts of a report made by the chamber of commerce of this city to the minister of colonies. In regard to the impossibility of floating colonial loans, it says:

Whenever we address financial bodies, loan establishments, asking for money which would permit the starting of new agricultural or manufacturing enterprises, or the bettering of those already existing, we are almost invariably answered:

"It is impossible to rely on the destination of your revenues. Who votes these, in fact? The council-general. Besides the laws which govern you, your council-general is a little parliament; under no control; under no higher power; the mobility of which is bound up in the caprices of universal suffrage; which can to-day tear down what it built up yesterday and reestablish to-morrow what to-day it has done away with; which, therefore, has no fixed basis upon which an agreement can be founded. Under such economic conditions, highly imprudent would those be who should loan you money, inevitably fated to be swallowed up. Give us the guarantee of the Republic and we will lend you all you want and on the most advantageous terms."

That is the answer given us, and not altogether unreasonably. Our colonial budget appropriates 5,000,000 francs, that of the communes 2,500,000 more, or a total of 7,500,000 (about \$1,200,000), which are expended, or squandered, in government expenses, while the production of the colony barely reaches 15,000,000—16,000,000 francs in our best years. Our government expenses, therefore, amount to one-half of our whole production. \* \* \* Under such conditions, how can it be expected that foreign capital will flow hither? On the contrary, the capital in the colony now, crushed by the fiscal imposts, is tending to flow away.

In a similar report from the chamber of agriculture of Basse Terre occurs this statement:

Respect of property does not exist in Guadeloupe. Every day there can be heard: "Why should I sow, since I can never reap?" In fact, a multitude of vagabonds, without homes or means of existence, pass their lives in pillage. Out of 100 thieves, perhaps one is arrested, and if he is brought to trial, which does not often happen, justice becomes for him a pitiful indulgence. He is condemned to pay a fine of a few francs and costs, which he never pays. He is forced to pass a few days in prison, usually from two to five, and that is all. Three months later, the treasury asks the mayor of the commune for a certificate of the thief's insolvency, which given, he is at once free from the costs. Prison labor has been suppressed, so that prison, perhaps, is not a paradise to the thief, but a place where he rests, eats, and sleeps well, and whence he emerges well disposed to recommence his depredations. \* \* \* The owner of estates and their employees carefully patrol their property and succeed in catching a few thieves. There is no part of the island in which cane stealers are not caught daily. They are turned over to the law, which frequently releases them or else imposes insignificant fines.

## SUGAR, COFFEE, AND COCOA.

I have been trying for a long time to get statistics as to the sugar, coffee, and cocoa production, and present the following figures as approximately correct:

## SUGAR.

Area under cultivation .....	acres..	30, 000
Value, 1 acre .....		\$24 to \$32
Annual expenditure, per acre .....		\$42. 00
Annual product, cane, per acre .....	pounds..	35, 314
Annual value, cane, per acre .....		\$21. 82
Annual product, sugar, per acre .....	pounds..	3, 350
Annual value, sugar, per acre .....		\$83. 78
Annual product, rum, per acre .....	gallons..	61. 25
Annual value, rum, per acre .....		\$16. 10
Number of hands, field .....		12, 000
Average daily wages .....		\$0. 25
Number of sugar refineries .....		15
Total output of sugar .....	tons..	40, 000
Total output of rum, etc .....	gallons..	600, 000
Export duty, sugar, per ton .....		\$3. 45
Export duty, rum, per gallon .....		\$0. 04
Internal revenue, if consumed in country, rum, per gallon .....		\$0. 01
Export duty, molasses, per gallon .....		\$0. 01
Freight, per ton, sugar .....		\$10 to \$14
Bounties, sugar, per ton .....		\$22. 00

The principal sugar factory is that of D'Arboussier, in this city. Its annual output of refined sugar is 10,000 tons. The factories are in combination as regards contracts for hogsheads, freight, etc., under a general syndicate, but there is no pooling of profits. The factories employ from 4,500 to 5,000 men and women six months of the year. Capital is invested in these fifteen factories to the amount of \$2,000,000. Almost all the sugar is sold in France. For nearly twenty years the freight contract has been let to the English steamer line of Clark & Service. The factories are heavily indebted to the Banque de la Guadeloupe, and, to diminish this debt, demand (and receive) a premium on their drafts. During 1898, this premium averaged 23 per cent.

## COFFEE.

Area under cultivation .....	acres..	3, 000
Value, 1 acre .....		\$40 to \$160
Annual expenditure per acre:		
For first five years .....		\$240
After five years .....		\$20
Total annual production .....	tons..	700

## COCOA.

Area under cultivation .....	acres..	1, 000
Value, 1 acre .....		\$160 to \$400
Annual expenditure per acre:		
For first ten years .....		\$400
After ten years .....		\$30
Total annual production .....	tons..	500

The cultivation of coffee and cocoa is now being urged and more seriously taken up. There are about 12,000 acres of uncultivated land fit for coffee and cocoa, of which more than half belongs to the colony. These colonial lands are inaccessible until roads are built.

## SHIPPING.

During the year 501 vessels called at Guadeloupe, as follows:

United States.....	16	Austria .....	7
France .....	299	Denmark .....	6
Great Britain.....	125	Russia .....	2
Holland .....	16		
Italy .....	15	Total .....	501
Norway.....	15		

## GENERAL REMARKS.

I invite the attention of our merchants to the fact that there were imported here from England last year 50 tons corrugated, galvanized iron roofing, value, \$2,000; 100 tons textiles, value, \$25,000; 6 tons matches, value, \$2,000; 120 tons soap, value, \$10,000. The value of all articles imported from England was approximately \$350,000. As England has no advantage over the United States as to duties, and our freights are lower and goods cheaper, we ought to have this trade.

The financial and political situation of the colony is, at this date (October 15), very bad, but shows a slight improvement over last year. The events of 1898, however—the action of the council-general, the advance of anarchistic propaganda, and the increasing expenses—have brought forth propositions to seriously curtail the political privileges of the colony, to compel it to pay its own expenses, and otherwise retrench. These questions are to come up in the chamber this winter. Whether these measures will not further cripple a bankrupt, fire and cyclone swept island remains to be seen.

The tables annexed show imports for 1898; exports for 1898; colonial products exported in 1898 and first six months 1899; imports and exports from 1891–1898.

LOUIS H. AYMÉ, *Consul*.

GUADELOUPE, *October 15, 1899.*

## Imports and exports of Guadeloupe for the year 1898.

## IMPORTS.

Articles.	Merchandise.		Total.	Increase over 1897.	Decrease from 1897.
	French.	Foreign.			
Allimentary grains and flour.....	\$116,489.00	\$591,784.54	\$708,273.54	\$5,199.00	.....
Animals:					
Live .....	44.70	39,479.00	39,523.70		\$13,515.84
Products .....	25,152.12	248,793.78	273,945.90		3,754.88
Arms and ammunition .....	1,975.00	127.27	2,102.27	689.12	.....
Chemical products .....	77,110.15	46,844.85	123,955.00		9,298.63
Clothing.....	85,700.00	153.64	85,853.64		1,577.86
Coal, kerosene, etc. ....	20,162.57	105,406.36	125,568.93	3,960.12	.....
Colonial products .....	89,596.10	23,662.57	68,258.67		2,968.36
Colors .....	5,123.50	798.00	5,921.50		1,299.62
Drugs .....	32.72	112,340.75	112,373.47	112,373.47	.....
Fish .....	209,471.50	5,560.00	215,031.50	64,015.87	.....
Fruits and seeds.....	6,277.55	516.60	6,744.15	2,687.03	.....
Furniture .....	10,834.55	79,430.30	90,264.85	55,928.65	.....
Gold, silver, and copper ..	16,370.70	.....	16,370.70		48,444.30
Hides and leather.....	31,164.70	1,536.21	32,700.91		14,789.66
Jewelry, clocks, etc. ....	55,914.55	20,023.50	75,938.05		17,581.45
Liquors, wines, etc. ....	242,410.50	10,836.20	252,746.70		27,564.95
Metals .....	80,672.00	12,914.25	43,586.25	15,557.50	.....
Miscellaneous .....	158,171.50	44,587.68	202,759.18	169,330.07	.....



*Imports and exports of Guadeloupe for the year 1898—Continued.*

## IMPORTS—Continued.

Articles.	Merchandise.		Total.	Increase over 1897.	Decrease from 1897.
	French.	Foreign.			
Musical instruments .....	\$1,956.20	.....	\$1,956.20	.....	\$848.30
Oils, and vegetable juices.	56,670.90	\$81,952.90	138,623.80	\$24,773.96	.....
Paints .....	.....	.....	.....	.....	89,260.59
Paper .....	8,630.00	700.00	4,830.00	.....	7,330.00
Pottery and glass .....	24,882.42	801.80	25,684.22	386.52	.....
Sails, cordage, etc. ....	.....	.....	.....	.....	4,919.10
Ship chandlery .....	8,130.00	1,272.57	4,402.57	.....	86,513.68
Textiles .....	121,578.33	39,119.09	160,697.33	5,047.33	.....
Threads .....	19,637.12	5,130.00	24,767.12	3,494.86	.....
Wood (estimated) .....	.....	200,000.00	200,000.00	68,143.73	.....
Total .....	1,314,108.33	1,673,261.72	2,987,370.10	581,562.23	829,617.22
Total imports, 1897 .....	.....	.....	2,785,425.09	.....	.....
Increase in imports, 1898 .....	.....	.....	.....	201,945.01	.....

## EXPORTS.

Articles.	Merchandise.			Total.	Increase over 1897.	Decrease from 1897.
	Produced in Guadeloupe.	French, reexported.	Foreign, reexported.			
Alimentary grains and flour .....	\$5.30	\$14,971.06	\$2,114.84	\$17,061.20	\$8,236.85	.....
Animals:	.....	.....	.....	.....	.....	.....
Live .....	121.20	484.84	190.00	796.05	404.05	.....
Products .....	1,111.37	1,425.50	1,581.80	4,118.67	2,494.42	.....
Chemical products .....	.....	.....	90.90	90.90	.....	\$113.80
Clothing .....	.....	.....	80.78	80.78	.....	889.22
Coal, kerosene, etc. ....	.....	.....	6,000.00	6,000.00	5,313.50	.....
Coin, gold and silver .....	.....	92,227.25	.....	92,227.25	.....	83,894.00
Colonial products .....	2,296,848.18	188.02	.....	2,299,031.20	169,517.00	.....
Dyestuffs .....	12,854.09	.....	.....	12,854.09	3,200.59	.....
Fish .....	.....	25,492.85	56.80	25,549.65	12,521.45	.....
Fruits and seeds .....	11,080.60	195.80	.....	11,255.90	3,808.30	.....
Furniture .....	75.70	2,341.80	1,864.00	4,311.50	.....	2,806.50
Hides and leather .....	.....	.....	.....	.....	.....	41.00
Jewelry, clocks, etc. ....	.....	767.42	.....	767.42	716.42	.....
Liquors, wines, etc. ....	150,160.00	8,940.90	38.50	159,139.40	73,335.40	.....
Medicinal preparations .....	17,000.00	.....	.....	17,000.00	876.65	.....
Metals .....	.....	10,365.45	.....	10,365.45	3,123.30	.....
Miscellaneous .....	1,490.45	4,154.10	.....	2,744.55	1,192.00	.....
Oils and vegetable juices.	.....	2,352.40	.....	2,352.40	680.15	.....
Paints .....	.....	.....	.....	.....	.....	1,484.00
Paper .....	.....	.....	.....	.....	.....	71.40
Pottery and glass .....	.....	.....	49.25	49.25	.....	960.75
Ship chandlery .....	.....	.....	18.95	18.95	.....	1,129.30
Textiles .....	.....	.....	.....	.....	.....	411.40
Threads .....	.....	.....	.....	.....	.....	96.25
Wood .....	13,908.00	1,190.00	1,864.25	16,962.25	2,061.35	.....
Totals .....	2,506,634.89	162,191.89	13,899.29	2,682,720.07	287,472.08	91,347.62
Total exports, 1897 .....	.....	.....	.....	2,486,601.66	.....	.....
Increase over 1897 .....	.....	.....	.....	.....	196,124.41	.....
Excess of imports over exports, 1898 .....	500,768.44	.....	.....	.....	.....	.....

*Detailed statement of colonial products exported, 1898.*

Articles.	To France.	To French colonies.	To foreign countries.	Total.	
	Quantity.	Quantity.	Quantity.	Quantity.	Value.
Annotto.....kilos..	184,840	.....	.....	184,840	\$12,854.00
Campeche wood.....do..	1,520,680	.....	.....	1,520,680	14,648.68
Cocoa.....do..	551,006	2,201	.....	553,207	173,558.79
Coffee.....do..	659,485	22,620	55	682,160	825,680.30
Molasses.....liters..	25	3,196,131	.....	3,196,156	54,870.00
Pineapples.....kilos..	115,735	.....	.....	115,735	10,640.90
Rum.....liters..	2,157,940	49,577	2,974	2,210,491	149,800.00
Sugar:					
Raw.....kilos..	45,688	43,607	.....	89,295	1,740,618.50
Refined.....do..	36,998,082	52,273	1,018	37,046,368	
Vanilla a.....do..	1,879	1,080	3,087	5,986	9,914.00
Total.....	.....	.....	.....	.....	2,492,535.12
Net increase.....	.....	.....	.....	.....	.....

Articles.	Increase over 1897.		Decrease from 1897.	
	Quantity.	Value.	Quantity.	Value.
Annotto.....kilos..	25,551	\$3,200.00	.....	.....
Campeche wood.....do..	182,651	2,962.88	.....	.....
Cocoa.....do..	121,706	85,575.99	.....	.....
Coffee.....do..	8,207	.....	.....	88,832.45
Molasses.....liters..	.....	.....	1,404,552	7,867.00
Pineapples.....kilos..	72,727	4,124.55	.....	.....
Rum.....liters..	98,885	68,886.90	.....	.....
Sugar:				
Raw.....kilos..	.....	.....	.....	.....
Refined.....do..	.....	101,295.85	2,990,876	.....
Vanilla a.....do..	.....	128.85	991	.....
Total.....	.....	266,109.52	.....	17,729.45
Net increase.....	.....	248,440.07	.....	.....

a Figures in the table are the Government and official figures, but invoice book shows that the vanilla sent to the United States alone in 1898 was declared as valued at \$17,651.99, or much more than total above given.

*Exports of products of Guadeloupe from January 1 to June 30, 1899.*

Articles.	From January 1 to June 30, 1899.				Increase over 1898.	Decrease from 1898.
	To France.	To French colonies.	To foreign countries.	Total.		
Annotto.....pounds..	260,516	.....	.....	260,516	27,385	.....
Campeche wood.....do..	194,070	.....	.....	194,070	.....	2,896,008
Cocoa.....do..	847,812	.....	.....	847,812	.....	52,717
Coffee.....do..	1,419,782	48,342	.....	1,468,124	888,538	.....
Molasses.....gallons..	.....	598,041	.....	598,041	.....	78,769
Pineapples.....pounds..	.....	.....	.....	.....	.....	68,166
Rum.....gallons..	695,139	1,684	131	696,954	816,811	.....
Sugar:						
Raw.....pounds..	.....	126,682	.....	126,682	.....	40,089
Refined.....do..	80,666,166	129,000	1,134	80,796,300	4,182,442	.....
Vanilla.....do..	25,550	11,050	15,000	51,600	39,672	.....

*Imports and exports from 1891 to 1898.*

Year.	Imports.		Exports.		Excess of imports.		Excess of exports.	
	Value in francs.	Value in U. S. coin.	Value in francs.	Value in U. S. coin.	Value in francs.	Value in U. S. coin.	Value in francs.	Value in U. S. coin.
1891 .....	20,455,880	\$4,091,176.00	15,164,385	\$3,032,877.00	5,291,495	\$1,058,299.00		
1892 .....	21,066,283	4,213,256.60	21,829,966	4,365,873.20			763,283	\$152,656.60
1893 .....	19,985,646	3,997,129.20	23,280,517	4,656,103.40			3,294,871	658,974.20
1894 .....	19,837,807	3,967,561.40	21,354,079	4,270,815.80			1,516,272	308,254.40
1895 .....	16,400,148	3,280,029.60	12,138,143	2,427,228.60	4,262,005	852,401.00		
1896 .....	21,762,773	4,352,554.60	18,793,995	3,758,759.00	2,968,778	593,755.60		
1897 .....	18,444,744	3,688,954.80	16,307,776	3,261,555.20	2,136,968	427,399.60		
1898 .....	18,600,217	3,720,043.40	17,665,464	3,538,092.80	934,753	186,950.60		
Total excess of imports.....					15,594,029	3,118,805.80	5,574,426	1,114,885.20
Less excess of exports.....					5,574,426	1,114,885.20		
Net excess of imports.....					10,019,603	2,008,920.60		

**MARTINIQUE.**

I transmit herewith statistics for the year 1899, so far as obtainable. Compared with those for 1898, they show a decided improvement in all branches of the trade of the colony. The exports for this period show an excess over those of 1898 of 4,258,287 francs, or \$851,657.40, while the excess of imports for the same period (1899) was 2,635,728 francs, or \$527,145.60, leaving a balance of trade in favor of the colony of 1,622,559 francs, or \$324,511.80.

I inclose tables showing details of trade and shipping.

A. TESTART, *Vice-Consul.*

ST. PIERRE, *January 18, 1900.*

*Movement of commerce and navigation from January 1, 1899, to January 1, 1900.*

	Number of ships.	Ton-nage.	Origin of goods.	Value of cargoes.	
				France.	Dollars.
IMPORTS.					
French ships and coasters coming from—					
France .....	76	75,968	{ Foreign .....	521,036	104,207.20
			{ French .....	10,345,795	2,069,159.00
French islands, including Newfoundland.	194	19,068	{ Foreign .....	76,852	15,370.40
			{ French .....	1,487,789	297,557.80
United States.....	1	355		48,009	9,601.80
Other foreign ports.....	109	61,672		977,283	196,456.60
Total .....	380	157,068		13,456,764	2,691,352.80
Foreign ships and coasters coming from—					
France .....	29	13,224	{ Foreign .....	15,852	3,170.40
			{ French .....	2,343,043	469,608.60
French colonies and possessions outside of coasting ports.	1	530			
United States.....	89	90,404		7,512,289	1,502,457.80
Other foreign ports.....	124	54,288		3,671,578	724,315.60
Total .....	253	158,446		13,547,762	2,709,552.40
Total .....	633	315,509		27,004,526	5,400,905.20
1899.....	568	316,216		24,368,798	4,878,759.60
1899.....	80			2,685,728	527,145.60
1899.....		707			

*Movement of commerce and navigation from January 1, 1899, to January 1, 1900.—C't'd.*

	Number of ships.	Ton- nage.	Origin of goods.	Value of cargoes.	
				Francs.	Dollars.
EXPORTS.					
French ships and coasters sailed for—					
France .....	79	67,373	{ Foreign ..... French ..... Native ..... Foreign ..... French ..... Native ..... Foreign ..... Native .....	619,699 928,368 13,047,722 99,403 404,167 218,414 24 22	\$123,939.80 185,673.60 2,609,544.40 19,880.00 80,833.10 43,682.80 4.80 4.40
French islands, including Newfoundland.	187	15,976	{ Foreign ..... French ..... Native ..... Foreign ..... Native .....	99,403 404,167 218,414 24 22	19,880.00 80,833.10 43,682.80 4.80 4.40
United States.....	2	710	{ Foreign ..... Native .....	22 850,589	4.40 170,117.80
Other foreign ports.....	115	71,083	{ Foreign ..... French ..... Native.....	191,772 5,511	38,354.40 1,102.20
Total .....	383	156,142	.....	16,365,691	3,273,138.20
Foreign ships and coasters sailed for—					
France .....	43	20,081	{ Foreign ..... French ..... Native ..... Foreign ..... French ..... Native ..... Foreign ..... French ..... Native.....	3,584 25,375 9,587,522 30 111 472 435,571 172,694 12,097	716.80 5,075.00 1,917,504.40 6.00 22.20 94.40 87,114.20 34,538.80 2,419.40
United States.....	20	14,262	.....	.....	.....
Other foreign ports.....	188	124,355	.....	.....	.....
	251	158,698	.....	10,237,456	2,047,491.20
Total.. {1899 .....	634	313,840	.....	26,603,147	5,320,629.40
{1898 .....	576	319,645	.....	22,344,860	4,468,972.00
1899 ... {Increase .....	58		.....	4,258,287	851,657.40
{Decrease .....		5,805	.....		

*Comparative value of cargoes.*

<b>IMPORTS.</b>		Francs.	Dollars.
1899 .....		27,004,526	5,400,905.20
1898 .....		24,368,798	4,873,759.60
Increase in 1899 .....		2,635,728	527,145.60
Increase in—			
French goods .....		1,088,829	207,765.80
Foreign goods .....		1,596,899	319,379.80
Increase in imports from—			
France .....		920,267	184,063.40
United States .....		360,572	72,114.40
Other foreign ports .....		1,425,915	285,188.00
Total .....		2,706,754	541,350.80
Decrease in arrivals from French colonies and possessions .....		71,026	14,205.20
Net, as above .....		2,635,728	527,145.60
<b>EXPORTS.</b>		Francs.	Dollars.
1899 .....		26,603,147	5,320,629.40
1898 .....		22,344,860	4,468,972.00
Increase in 1899 .....		4,258,287	851,657.40
Increase in—			
Foreign goods .....		311,325	62,265.00
French goods .....		263,188	52,637.60
Native goods .....		3,683,774	736,754.80
Increase in exports to—			
France .....		3,824,915	764,983.00
French colonies .....		67,579	13,515.80
Foreign ports other than United States .....		370,548	74,109.60
Total .....		4,263,042	852,608.40
Decrease in exports to the United States .....		4,755	951.00
Net, as above .....		4,258,287	851,657.40

*Detailed statement of the native products exported in 1899.*

[Totals to January 1, 1900.]

		France.	French colonies.	Foreign ports.	Total.
Crystallized sugar.....	kilos.....	31,307,858	261,257	4,889	31,574,084
	pounds.....	68,877,288	574,831	10,756	69,462,875
Muscovado sugar.....	kilos.....	110	89,412	735	90,257
	pounds.....	242	196,706	1,617	198,565
Molasses.....	kilos.....	625	646	.....	1,271
	gallons.....	172	178	.....	350
Rum and tafia.....	litres.....	16,049,845	40,221	10,387	16,099,953
	gallons.....	4,012,836	10,065	2,597	4,024,988
Coffee.....	kilos.....	3,379	.....	.....	3,379
	pounds.....	7,433	.....	.....	7,433
Cocoa beans.....	kilos.....	516,843	.....	.....	516,843
	pounds.....	1,137,056	.....	.....	1,137,056
Cassia.....	kilos.....	127,278	.....	.....	127,278
	pounds.....	280,011	.....	.....	280,011
Logwood.....	kilos.....	612,602	.....	.....	612,602
	pounds.....	1,347,724	.....	.....	1,347,724
Indigo.....	kilos.....	645	.....	.....	645
	pounds.....	1,419	.....	.....	1,419

[Totals to January 1, 1899.]

		France.	French colonies.	Foreign ports.	Total.	1899.	
						Increase.	Decrease.
Crystallized sugar.....	kilos.....	31,070,134	245,797	2,598	31,318,524	.....	.....
	pounds.....	68,354,295	540,763	5,705	68,900,762	562,125	.....
Muscovado sugar.....	kilos.....	100	149,681	817	150,588	.....	.....
	pounds.....	220	323,236	1,797	325,315	.....	132,750
Molasses.....	kilos.....	106	12,683	.....	12,791	.....	.....
	gallons.....	80	3,487	.....	3,517	.....	3,167
Rum and tafia.....	litres.....	14,927,221	69,692	10,138	15,007,051	.....	.....
	gallons.....	3,731,805	17,423	2,585	3,751,763	273,225	.....
Coffee.....	kilos.....	1,372	71	8	1,451	.....	.....
	pounds.....	3,018	156	18	3,192	4,241	.....
Cocoa beans.....	kilos.....	635,254	.....	.....	635,254	.....	.....
	pounds.....	1,397,559	.....	.....	1,397,559	.....	280,504
Cassia.....	kilos.....	134,342	22	.....	134,364	.....	.....
	pounds.....	295,552	48	.....	295,600	.....	15,589
Logwood.....	kilos.....	932,192	.....	.....	932,192	.....	.....
	pounds.....	2,050,822	.....	.....	2,050,822	.....	708,096
Vanilla beans.....	kilos.....	973	.....	.....	973	.....	.....
	pounds.....	2,140	.....	.....	2,140	.....	2,140
Indigo.....	kilos.....	376	.....	.....	376	.....	.....
	pounds.....	827	.....	.....	827	592	.....

*Maritime movement.*

Clearances.		Ships.	Tonnage.	Entries.		Ships.	Tonnage.
1899.....		634	313,840	1899.....		633	315,509
1898.....		576	319,645	1898.....		553	316,216
Increase.....		58	.....	Increase.....		80	.....
Decrease.....		.....	5,805	Decrease.....		.....	707
Increase in departures for—				Increase in arrivals from—			
French colonies.....		16	.....	France.....		16	3,952
Foreign ports other than				French colonies.....		12	.....
United States.....		59	.....	United States.....		8	4,420
United States.....		.....	4,744	Other ports.....		44	.....
Total.....		75	4,744	Total.....		80	8,378
Decrease in departures for—				Decrease in arrivals from—			
France.....		15	7,950	French colonies.....		.....	3,712
French colonies.....		.....	2,160	Foreign ports other than		.....	.....
United States.....		2	439	United States.....		.....	5,368
Total.....		17	10,549	Total.....		.....	9,080
Increase.....		58	.....	Increase.....		80	.....
Decrease.....		.....	5,805	Decrease.....		.....	707

HAITI.<sup>1</sup>

## PORT AU PRINCE.

The financial distress that has been gradually growing more intense during the past few years continues to augment, caused in part by the fall, in the European markets, of the price of coffee, which is the principal product for exportation. In this country, where the national revenue is practically all raised by indirect taxation on commodities (that is, by customs duties levied on merchandise imported from or exported to foreign countries), any sensible decrease of such revenues must be felt by all classes.

The importations, which have been growing less and less for the past ten years, are this year fully one-third less than last. The export dues have gained about 10 per cent, but this has had but little effect in relieving the financial embarrassment of the Government, since they were already pledged for the payment of the monthly loans, made on onerous terms and with usurious rates of interest, during the year.

The finances of the country being in such a condition, it is but natural that trade should suffer, and with rare exceptions a great many of the commercial houses have been obliged to suspend, on account of the excessively high rates and constant fluctuations of exchange. The business part of the city, in the past so flourishing and animated, presents to-day a deserted aspect.

The total amount of exports and imports for the fiscal year, October 1, 1897, to September 30, 1898, aggregates \$16,691,716.27, exclusive of \$380,985.50, in specie, imported from the United States.

The exports were \$12,747,929.51, which shows a falling off of \$1,531,352.73 from those of the year 1897.

The importations were:

From the United States.....	\$2, 633, 191. 91
From France.....	490, 509. 39
From England.....	325, 441. 73
From Germany.....	272, 906. 84
From various countries.....	221, 735. 87

The exports to the United States are \$755,871, and the imports \$856,796.95, less than those of the fiscal year 1896-97. There is also a diminution of 53,704 in tonnage in the shipping, which is accounted for in a measure by the almost total cessation of sailing vessels.

However, it will be seen that the imports from the United States, consisting principally of flour, pork, beef, codfish, soap, lard, butter, etc., amount to fully two-thirds of the whole.

JOHN B. TERRES,  
*Vice-Consul-General.*

PORT AU PRINCE, *December 12, 1899.*

<sup>1</sup> In reply to circular of July 10, 1899.

*Declared value of exports from the consular district of Port au Prince, Haiti, to the United States during the four quarters of the year ended June 30, 1899.*

Articles.	Quarter ending—				Total for the year.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Bark.....	\$36. 10				\$36. 10
Beeswax.....	2, 251. 07			\$293. 87	2, 544. 94
Brass and copper (old).....	890. 50				890. 50
Chew sticks.....	14. 80				14. 80
Coffee.....		\$72. 00	\$504. 00	233. 43	809. 43
Fustic.....	2. 12		82. 37		84. 49
Ginger.....			33. 50	693. 80	727. 30
Goatskins.....	10, 735. 43	7, 084. 60	9, 689. 06	12, 798. 02	30, 308. 16
Gum guaiac.....	690. 85	403. 42	822. 25	282. 50	1, 708. 62
Hides.....	2, 655. 45	2, 471. 47	2, 912. 70	2, 835. 07	10, 274. 69
Honey.....	97. 67		3, 209. 03	2, 566. 25	5, 872. 95
Horsehair.....			8. 40		8. 40
Lancewood.....	49. 72				49. 72
Lignum-vitæ.....	59. 10	64. 10			103. 20
Logwood.....	11, 094. 58		1, 214. 40	3, 861. 58	15, 670. 51
Mahogany.....	53. 25	649. 00			742. 25
Mesquite wood.....	10. 50				10. 50
Ox hoofs.....			1. 40		1. 40
Sponges.....	180. 15				180. 15
Tobacco.....		47. 50			47. 50
Turtle-shell.....	180. 20				180. 20
Turtles.....				7. 00	7. 00

*Imports from the United States into Port au Prince, Haiti, from July 1, 1898, to June 30, 1899.*

Articles.	Quantity.	Articles.	Quantity.
Beef, salt..... barrels.....	617	Lumber:	
Butter..... boxes of 100 pounds each.....	1, 744	White pine..... feet..	673, 563
Cheese..... pounds.....	1, 924	Pitch pine..... do....	379, 438
Codfish..... do.....	1, 280, 635	Pitch pine, square..... do....	682, 308
Flour..... barrels.....	38, 281	Pork:	
Hams..... pounds.....	39, 867	Meat..... barrels..	14, 812
Herrings:		Heads..... do.....	4, 069
Pickled..... barrels.....	3, 551	Rice..... pounds..	454, 541
Smoked..... boxes.....	15, 222	Soap..... do.....	155, 610
Kerosene oil, boxes of 10 gallons each.....	16, 830	Sugar..... do.....	184, 889
Lard..... boxes of 100 pounds each.....	5, 204	Tobacco..... do....	279, 981

*Exports from the eleven open ports of the Republic of Haiti from October 1, 1897, to September 30, 1898.*

Localities.	Coffee.	Cocoa.	Logwood.	Cotton.	Mahog- any.	Turtle- shell.	Fustic.	Hides.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Feet.</i>	<i>Lbs.</i>	<i>Pounds.</i>	<i>Lbs.</i>
Port au Prince.....	11, 446, 900	507, 072	2, 553, 000	109, 598	23, 159	17	1, 000	70, 300
Cape Haitien.....	9, 410, 540	708, 292	4, 260, 550		5, 853		45, 500	54, 040
Saint Marc.....	1, 397, 165		14, 123, 900	871, 504	202		153, 000	1, 558
Gonaïves.....	8, 997, 008		18, 433, 368	236, 294	4, 645		1, 399, 300	36, 585
Port de Paix.....	1, 275, 515	39, 380	6, 864, 000		701			
Petit Goâve.....	6, 184, 555		300, 000	550	578	6		
Miragoâne.....	153, 082		7, 722, 950			22		
Jérémie.....	6, 180, 106	2, 719, 385	346, 500					9, 970
Aquin.....	1, 032, 237		6, 440, 000				52, 900	
Aux Cayes.....	7, 994, 827		3, 716, 000			155		21, 667
Jacmel.....	13, 814, 996		1, 861, 000			177		220
Total.....	67, 437, 598	4, 037, 129	66, 608, 168	1, 276, 946	23, 584 a 6, 054	441	1, 631, 600	194, 340

a Pounds.

*Exports from the eleven open ports of the Republic of Haiti from October 1, 1897, to September 30, 1898—Continued.*

Localities.	Gum gualac.	Copper.	Lignum- vite.	Rum.	Honey.	Orange peels.	Goat- skins.	Tanned hides.
Port au Prince .....	<i>Pounds.</i> 26, 968	<i>Pounds.</i> 7, 841	<i>Pounds.</i> 26, 705	<i>Gallons.</i> 779	<i>Gallons.</i> 3, 272	<i>Pounds.</i> a 69	<i>Pounds.</i> 1, 104	<i>Pounds.</i> .....
Cape Haitien .....	.....	40	.....	.....	.....	.....	b 6	} 8, 000
Saint Marc .....	.....	.....	.....	.....	30	.....	c 6	
Gonaïves .....	.....	.....	.....	.....	.....	.....	b 7	
Port de Paix .....	.....	.....	12, 000	.....	.....	.....	750	.....
Petit Goâve .....	.....	.....	.....	.....	10	3, 438	57	.....
Miragoâne .....	.....	.....	.....	.....	.....	.....	10	.....
Jérémie .....	.....	.....	.....	.....	.....	.....	30	.....
Aux Cayes .....	.....	9, 775	.....	.....	30	359, 922	4	} 8, 000
Jacmel .....	.....	6, 039	.....	.....	.....	.....	c 624	
Total .....	26, 968	23, 606	28, 705	779	3, 342	363, 860 a 69	2, 803 b 1, 768	3, 000

Localities.	Logwood roots.	Ginger.	Palma christi seeds.	Wax.	Ox hoofs.	Sponges.	Tobacco.	Oranges.
Port au Prince .....	<i>Pounds.</i> .....	<i>Barrels.</i> 6	<i>Pounds.</i> .....	<i>Lbs.</i> 22, 751	<i>Barrels.</i> .....	<i>Bales.</i> .....	<i>Pounds.</i> .....	<i>Barrels.</i> .....
Cape Haitien .....	71, 861, 675	14	.....	7, 246	.....	13	3, 750	28
Saint Marc .....	16, 874, 600	.....	.....	250	81	.....	.....	.....
Gonaïves .....	1, 460, 000	.....	.....	4, 744	.....	.....	.....	.....
Port de Paix .....	8, 111, 000	.....	.....	.....	.....	.....	.....	.....
Petit Goâve .....	.....	d 296	7, 158	872	.....	.....	.....	.....
Miragoâne .....	.....	.....	.....	806	.....	.....	.....	.....
Aux Cayes .....	.....	a 8	.....	1, 183	2	.....	.....	.....
Jacmel .....	.....	804	.....	638	.....	.....	.....	.....
Total .....	97, 807, 175	20 a 8 d 600	7, 158	87, 990	83	13	3, 750	28

a Bags.

b Bales.

c Skins.

d Pounds.

*Revenues of the Republic of Haiti from October 1, 1897, to September 30, 1898.*

Localities.	Customs dues on exporta- tions, and divers receipts (gold).	Customs dues on importa- tions, and divers receipts (Haitian cur- rency).
Port au Prince .....	\$479, 013. 60	\$1, 129, 833. 25
Cape Haitien .....	504, 083. 64	509, 948. 39
Jacmel .....	504, 690. 01	232, 920. 63
Jérémie .....	317, 097. 64	206, 119. 62
Gonaïves .....	403, 523. 78	179, 453. 47
Aux Cayes .....	320, 982. 87	271, 668. 16
Saint Marc .....	123, 207. 61	104, 713. 64
Port de Paix .....	82, 620. 44	96, 403. 01
Petit Goâve .....	231, 604. 74	119, 155. 59
Miragoâne .....	25, 906. 66	53, 481. 53
Aquin .....	58, 089. 84	20, 184. 58
Total .....	3, 060, 770. 73	2, 923, 881. 87



*Navigation at the port of Port au Prince, Haiti, for the year ended June 30, 1899.*

Flag.	From or to—	Entered.						Cleared.					
		Steamers.		Sailing vessels.		Total.		Steamers.		Sailing vessels.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American ..	United States.	8	10,878	7	1,259	15	12,137	8	10,878	7	1,259	15	12,137
Argentine ..	.....do .....	.....	.....	1	293	1	293	.....	.....	1	293	1	293
Republic.	.....do .....	56	38,200	5	1,188	61	39,388	56	38,200	5	1,188	61	39,388
British .....	.....do .....	49	51,309	.....	.....	49	51,309	49	51,309	.....	.....	49	51,309
Dutch .....	.....do .....	26	48,115	.....	.....	26	48,115	26	48,115	.....	.....	26	48,115
French .....	France .....	42	65,981	.....	.....	42	65,981	42	65,981	.....	.....	42	65,981
German .....	Hamburg .....	.....	.....	4	600	4	600	.....	.....	4	600	4	600
Haitian .....	United States.	4	2,944	.....	.....	4	2,944	4	2,944	.....	.....	4	2,944
Norwegian ..	.....do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

### CAPE HAITIEN.<sup>1</sup>

The severe business depression in Haiti noted last year has not only continued, but is supposed by conservative business men to have increased. Importations are restricted closely to the necessities of life, and a fall in the prices of home productions has diminished exportations. Money has shown all the sensitiveness of a barometer in its fluctuations, the premium on gold varying from day to day anywhere within the limits of 125 and 200 per cent, without any appreciable cause. The rumor of an attempt to negotiate a loan, or of a minor financial operation, or of an incipient insurrection, has been sufficient to cause the premium to take an upward or downward leap, accordingly as the report was favorable or unfavorable to commercial improvement and stability. The trade with the United States, although it has fallen off very materially from its former proportions, has not suffered in an exact ratio with the general decline on account of its character, the importations from the United States being confined almost wholly to provisions and the tough, cheap cotton goods worn by the masses.

The most probable causes of this industrial depression are the disordered condition of the finances, the heavy export duty on staple products, and the want of capital to develop the natural resources of the country. A large proportion of the silver money has been bought up at less than its intrinsic value during this period of high premiums and shipped off to New York, where it has probably been melted down. The guaranty for the paper in circulation is the export duty on coffee, and this duty has become so high that it is stifling production, an anomaly in which the weight of the prop is contributing to the collapse of the very structure it was designed to support.

### RESOURCES.

There is probably no other country in the world where capital is so greatly needed as in Haiti, or where it ought to yield greater results, all things considered. Capital invested here, with proper security and protection—and it is believed that security and protection are now easily obtainable—ought not only to yield a handsome profit, but, if coupled with the introduction of improved modern methods and appliances, would create a vast market for agricultural

<sup>1</sup> In reply to circular of July 10.

and mining implements, railway and electrical supplies, machinery, and general manufactures. The present demand for the simplest of these things is very small, and for most of them entirely wanting. And yet millions of acres of the most fertile lands in the world, suited to the growth of all species of tropical products, are either wholly idle or cultivated in a spasmodic and primitive fashion. It is the natural soil for the sugar cane, and yet no sugar is made. Tobacco of a superior quality can be grown, and yet all the tobacco consumed is imported. The Haitian orange is probably second only to the Florida orange in the delicious and juicy character of its pulp; but notwithstanding this fact, there are no orange groves. Lands capable, in quality and extent, of enriching so small a country through the cultivation of the banana alone, remain untouched. Even coffee and cacao, the staple products, are left almost wholly to nature. There are vast quantities of mahogany and other cabinet woods, and deposits of unknown extent of iron, coal, and other minerals.

#### RAILROAD.

The projected railroad from Cape Haitien to La Grande Rivière, referred to at some length in a previous report from this consulate,<sup>1</sup> is now well under construction, and, being the only one in the Republic, promises to be an important factor in the development of the country. The concession for the enterprise, as amended and now in force, is the most liberal one ever granted by the Haitian Government, allowing the formation of a joint-stock company in which foreigners not only can hold shares, but are able through their holdings to acquire a controlling interest. One of the most active members of the syndicate is an Englishman, a merchant residing at Cape Haitien. All material for the construction and equipment of the road is admitted free of duty. The concession is for sixty years, and the Government offers to guarantee an interest of 6 per cent on \$24,000 per kilometer in the construction. The Government also grants to the company for a period of twenty years the tolls of an iron bridge at the Cape Haitien terminus, which at present amount to \$800 a month in Haitian currency. The distance from Cape Haitien to La Grande Rivière is only 15 miles, but the concession includes the privilege of constructing branch roads to Ouanaminté, a distance of 35 miles, and to Limbé, about 19 miles. The region through which these roads are to pass is one of the most fertile plains on the island, adapted to the cultivation of all the tropical products for which Haiti is noted. The Government lands granted to the company include 4,000 acres specially suited to banana growing. Deposits of coal and iron have been discovered within easy access of the road, for the exploitation of which concessions can be secured by the company. The company is now soliciting capital to complete these roads, cultivate the fertile lands included in its grants, and develop the iron and coal mines in the neighborhood. It is believed to offer an unusually enticing field for the investment of American capital.

#### TRADE.

Following is a statement of the exports and imports, port of Cape Haitien, for the six months ended June 30, 1899. It is proper to add

<sup>1</sup> Consular Reports No. 216 (September, 1898); Advance Sheets No. 184 (August 4, 1898).

that, in addition to what is here mentioned, some lumber was imported from the United States and salt from Turks Island. Small quantities of fustic, mahogany, wax, honey, and old copper were exported to Europe.

*Exports, port of Cape Haitien, for six months ended June 30, 1899.*

Articles.	To United States.		To Europe.	
	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Pounds.</i>	
Logwood.....			4,256,750	\$25,858.00
Logwood roots.....	10,208,500	\$57,720.88	12,764,750	60,000.00
Goatskins.....	5,755	1,258.68		
Coffee.....			4,491,407	\$20,892.76
Cacao.....			864,841	88,218.78
Fustic.....	47,500	154.97		
Wax.....	800	178.88		
Hides.....			61,940	5,906.24

*Imports, port of Cape Haitien, for six months ended June 30, 1899.*

From—	Quantity.	Value.
	<i>Tons.</i>	
United States.....	2,424	\$209,381.72
Europe.....	521	107,826.95

LEMUEL W. LIVINGSTON, *Consul.*

CAPE HAITIEN, *November 8, 1899.*

## PORT DE PAIX.

### GENERAL TRADE.

The past year has been worse than the one before, and the low coffee and logwood prices in foreign markets, combined with the financial disorder in the country, have been most disastrous to business.

### IMPORTATIONS.

Importations from Europe have nearly stopped, because, on account of the prevailing misery, articles of fashion, linen goods, shoe ware, silks, etc., are unsalable. The following articles are still regularly imported from Europe, and it appears that American manufacturers have not yet been able to successfully compete in this field: Manchettes and hoes (the only implements of agriculture used here), porter (Tennent's brand preferred), prints (printed cotton goods, handkerchiefs of all descriptions, and coffee bags.

Importations of American goods have also fallen off considerably; they show, on the custom-house registers, 300 tons less than last year.

*Lumber.*—Only one vessel, with a cargo of 148 tons lumber, has arrived here during the last fiscal year.

*Soap.*—The national soap factories in Cape Haitien and Port au Prince have made strenuous efforts during the last year to crowd the American soap—Fay, Morgan, and Fairbanks—out of this market, and have almost succeeded in doing so. Of course it is not known at what sacrifices or if they will continue the fight this year.

## EXPORTS.

*Coffee.*—The last crop was rather small, but, on the other hand, a general improvement in quality was noted. Port de Paix shipments, which in former years had been quoted 60 to 80 cents below the Gonaives quality, have obtained equal prices during the last crop. It is very much to be hoped that the same care in the preparation of the beans will be taken by the country people during this next crop, which will probably be still smaller than last year. Country people are generally inclined to neglect their coffee plantations as soon as prices are low, preferring to plant rice, sweet potatoes, yams, beans, etc., which find ready sale in the native markets, especially since the opening of the Cuban trade.

*Logwood.*—Exportations have been more and more important, notwithstanding the low prices, which have still further declined in Europe and the United States. The coast between Port de Paix and Mole St. Nicholas furnishes nothing but roots, but on the other hand deliveries of fine straight wood from the interior have largely gained in importance. This is principally due to the service of the cable road, which alone transported over 2,000 tons during the last fiscal year.

The managers of the railway (Compagnie Haïtienne) are employing 400 to 500 logwood cutters in their own forests (obtained by leases), and some of this wood is superior to any other quality known. The country people and proprietors of wood lands are following the example of these foreigners, and in consequence deliveries are gaining in importance and in quality. Owing to the weak market in the United States, a considerable quantity of wood and roots was shipped to Europe last year, something which had not occurred before for fourteen years.

On the 9th and 10th days of August, the cable road was severely damaged by a hurricane.

## STEAMSHIP LINES.

The George W. Clyde Steamship Company has transferred its business to the Cameron Steamship Line, and all the fine American steamers have been withdrawn and replaced by tramp boats, mostly British and Norwegian. This has caused a great deal of dissatisfaction among the business people. The Cameron Line from the United States and the Hamburg-American Line from Europe are the only lines which actually maintain regular service with this port.

## CUBAN TRADE.

A new commercial feature is the trade with Cuba, which in the beginning was very flourishing. Later, when the supply of bananas became too abundant, and when the War Department gave orders not to dispatch vessels of less than 30 registered tons, trade fell off considerably. During the fiscal year, 33 shipments of 624 tons altogether were made from this port to Cuba, the principal articles of export being sheep, goats, pigs, chickens, turkeys, eggs, charcoal, bananas, yams, sweet potatoes, starch, tapioca, etc.

## NEW ENTERPRISE.

Lately, there have been frequent negotiations for the lease of the island of Tortuga (rich in fine timber, principally mahogany) by an American company. There are now experts and engineers on the island to study its resources. If the matter is taken in hand by American capitalists, it will prove an important factor for business in Port de Paix.

C. ABEGG, *Consular Agent.*

PORT DE PAIX, *September 29, 1899.*

*Statistics of exports and imports of Port de Paix, Haiti, during the half year ended June 30, 1899, according to custom-house records.*

## EXPORTS.

	United States.		Cuba.	Europe.		Total.	
	Quan- tity.	Value.	Quan- tity.	Quan- tity.	Value.	Quan- tity.	Value.
Logwood and logwood roots ..... tons..	4, 683	\$55, 405. 58	.....	1, 891	\$14, 355. 53	6, 574	\$69, 761. 11
Coffee ..... do.....	21	355. 06	.....	330	29, 212. 55	333	29, 567. 60
Cocoa ..... do.....	11	289. 99	.....	11	1, 718. 81	12	1, 954. 80
Cowhides ..... package..	900	90. 00	.....	.....	.....	.....	90. 00
Goatskins ..... case..	1	50. 00	.....	.....	.....	.....	50. 00
Wax ..... packages..	1	70. 00	.....	.....	.....	.....	70. 00
Ginger ..... bags..	6	24. 16	.....	.....	.....	.....	24. 16
Orange skins ..... tons..	28	128. 88	.....	.....	.....	.....	128. 88
General provisions, as fruits, vegetables, fowls, figs, etc ..... tons..	.....	.....	576	.....	.....	.....	.....
Total .....	.....	56, 359. 66	.....	.....	45, 286. 89	.....	101, 646. 55

## IMPORTS.

General merchandise ..... tons..	212	\$50, 723. 05	.....	65	\$9, 266. 04	277	\$59, 989. 09
Lumber ..... do.....	148	1, 413. 61	.....	.....	.....	148	1, 413. 61
Total .....	.....	52, 136. 66	.....	.....	9, 266. 04	.....	61, 402. 70

## GONAIVES.

The commercial crisis has increased since my last report, and business has been very poor. Premium on gold, which is one of the principal causes of the depression, still remains at 180 or 195 per cent.

*Declared exports from this consular district to the United States.*

Articles.	Value in United States gold.
Coffee .....	\$8, 067. 93
Logwood .....	26, 282. 12
Fustic .....	7, 888. 50
Goatskins .....	8, 887. 25
Peanuts .....	19. 70

## IMPORTS.

From January 1 to June 30, 1899, the total imports amount to \$149,852.10.

From America .....	\$89,239.08
From France .....	17,369.02
From Holland .....	676.00
From England .....	21,846.00
From Germany .....	11,722.00
<b>Total .....</b>	<b>149,852.10</b>

*Imports from the United States into Gonaives.*

Articles.	Quantity.	Articles.	Quantity.
Flour .....	2,405 barrels.	Soap .....	908 boxes.
Codfish .....	806 drums.	Pork .....	806 barrels.
Mackerel .....	9 barrels.	Smoked herrings .....	9,084 drums.
Hams .....	11 do.	Alwives .....	1,060 barrels.
Kerosene .....	1,407 cases.	Lard .....	806 cases.
Butter .....	201 cases.	Sugar .....	22 barrels.
Rice .....	6,060 bags.	Beer .....	21 do.
Ginger ale .....	5 barrels.		

J. WILLIAM WOELE,  
*Consular Agent.*

GONAIVES, *September 18, 1899.*

SANTO DOMINGO (DOMINICAN REPUBLIC).<sup>1</sup>

Although the opinion expressed in my last report, based upon the views of others who were better able to judge of the future than myself, has not been verified in respect to an improvement in the financial condition of the Republic, I am gratified to be able to report an increase in its commerce and industries, as may be seen by the following figures and reference to the declared exports to the United States for the year:

## EXPORTS AND IMPORTS.

The exports of the four leading articles from this consular district for the six months ended June 30, 1899, and for the six months ended June 30, 1898, exclusive of exports to the United States, were:

	Sugar.	Tobacco.	Coffee.	Cocoa.	Value of exports.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
<b>1899.</b>					
Santo Domingo .....	1,500	217,334	5,210	291,288	\$57,282.86
Sanchez .....			75,944	1,556,188	429,788.25
<b>Total .....</b>	<b>1,500</b>	<b>217,334</b>	<b>81,154</b>	<b>1,847,476</b>	<b>487,071.11</b>
<b>1898.</b>					
Santo Domingo .....	12,890	3,500	498,295	288,464	101,088.40
Sanchez .....		15,800	240,948	1,739,478	856,454.00
<b>Total .....</b>	<b>12,890</b>	<b>19,800</b>	<b>739,143</b>	<b>2,027,987</b>	<b>456,542.40</b>
<b>Difference .....</b>	<b>11,390</b>	<b>198,084</b>	<b>667,989</b>	<b>180,461</b>	<b>30,528.71</b>

<sup>1</sup> In reply to circular of July 10, 1899.

It may be interesting to note that in the first six months of 1898 the exports, exclusive of those to the United States, amounted to 2,799,270 pounds, valued at \$456,542.40, and for the like period of 1897 to 3,079,722 pounds, valued at \$393,744, a difference in weight in favor of 1897 of 280,452 pounds, with a difference in value in favor of 1898 of \$62,798.40. We now have for the first six months of 1899 2,147,464 pounds, valued at \$487,071.11, and for the same period of 1898 2,799,270 pounds, valued at \$456,542.40, which shows a difference in weight in favor of 1898 of 651,806 pounds, with a difference in value in favor of 1899 of \$30,528.71. But this difference is easily accounted for in the very large increase of the export of tobacco and the comparative falling off of the export of cocoa for 1899.

From Macoris and Azua, the other two ports of this consular district, there were no exports of the foregoing articles for the period named, except to the United States.

The following are the imports of the several ports of this Republic for the first six months of 1899 and also for the first six months of 1898, values only being given, and those from Europe and the United States compared:

	Europe.	United States.	Other countries.	Total.
<b>1899.</b>				
Santo Domingo .....	\$112,426.45	\$171,955.55	\$19,507.19	\$303,889.19
Pto. Plata .....	195,466.62	154,048.66	983.00	350,498.28
Mte. Christi .....	7,479.21	14,088.35	800.00	22,367.56
Sanchez .....	97,589.06	55,954.20	45.00	153,588.25
Samana .....	8,296.09	12,781.75		16,077.84
Macoris .....	11,107.83	181,526.37	1,716.76	144,350.96
Azua .....	17,006.91	21,623.66		38,630.57
<b>Total.....</b>	<b>444,321.16</b>	<b>561,983.54</b>	<b>23,051.95</b>	<b>1,029,356.65</b>
<b>1898.</b>				
Santo Domingo .....	129,890.00	210,404.43	4,978.53	345,262.96
Pto. Plata .....	74,484.75	58,689.79	2,805.50	180,980.04
Mte. Christi .....	2,547.02	12,418.38	2,787.60	17,748.00
Sanchez .....	139,170.17	55,126.02		194,296.19
Samana .....	4,787.12	14,688.64	4,616.99	24,082.65
Macoris .....	18,895.05	164,301.78	8,684.22	191,881.05
Azua .....		46,716.11		46,716.11
<b>Total.....</b>	<b>369,714.11</b>	<b>587,291.15</b>	<b>23,872.74</b>	<b>980,878.00</b>

There are no annual publications of the exports or imports of the Republic, and it has been with some difficulty and private expense that I have obtained from the books and files of the auditor-general the foregoing figures for 1899; and, to avoid further delay, difficulty, and expense, I would suggest that by adding the two half years together we may reach a fair estimate of the imports of the Republic for the year 1898-99, as follows:

	Europe.	United States.	Other countries.	Total.
1899 .....	\$444,321.16	\$561,983.54	\$23,051.95	\$1,029,356.65
1898 .....	364,714.11	587,291.15	23,872.74	980,878.00
<b>Total.....</b>	<b>814,035.27</b>	<b>1,149,274.69</b>	<b>46,924.69</b>	<b>2,010,234.65</b>

If the above figures be correct, they show an increase of the imports of the Republic over 1897-98 to the amount of \$212,955.44 in value.

In this showing, although the United States still leads Europe and all other countries combined in her exports to this Republic, there is a falling off from 1897-98 of \$33,776, while Europe gains \$266,386.

#### CURRENCY.

This decrease in imports from the United States is probably due to the commendable caution of our merchants in the matter of selling their goods on credit to dealers here, who would either have to hold them or take in exchange a paper currency which was constantly falling in value, and which is now out of circulation and is comparatively worthless as a medium of exchange. The redemption of these bills, aggregating between \$3,000,000 and \$4,000,000, which, though not issued directly by the Government, were by Government decree made legal tender, is likely to be one of the most difficult and serious problems with which the incoming administration, headed by Mr. Jimenez, will have to deal. The present provisional Government has, however, taken the initiative, and has set aside from the Government monthly revenues \$10,000, American gold, and on the 1st and 15th of each month \$5,000 are put at public vendue in exchange for these paper bills. The only condition of such sale is that it shall not be less than 5 for 1. Only two sales (\$10,000) have been made, and the average price was about 18 for 1. How long this plan of redemption will be kept up is a matter of mere conjecture, but it affords evidence of the Government's desire to get rid of these bills as well as of its liability for their ultimate redemption. The present medium of exchange is the so-called silver dollar, whose intrinsic value is anywhere between 10 and 20 cents. The Government, desiring to give to it a stability of value, has made a decree by which it will be accepted in payment of 30 per cent of import dues at the rate of 5 for 1, so that now merchants who must receive these dollars in payment for their goods can purchase gold drafts for remittances at the rate of 5 for 1. How long this arrangement will last is also a matter of conjecture. The Government has appointed a committee to watch the fluctuation of these dollars and to lower or raise the rate of exchange as to the 30 per cent import dues accordingly. It can easily be seen that two wide fields for speculation are thus opened, and the bold speculator has already entered them. But the condition, though bad, is by no means hopeless, and Mr. Jimenez, in a recent interview, expressed confidence in securing the general support of his people and in his ability to sustain the credit of the Government and put it upon a sound financial basis. It is certain that the people as a whole are tired of revolution; that the country is marvelously rich in natural resources, especially wood and mineral, and its soil is not surpassed, if equaled, by any of the West Indian islands. It may be hoped at least that the ardent desires of the President may be realized; and in that event I see no reason why our merchants and manufacturers should not be able to supply all the wants of the people of this island at a fair profit and at lower rates than merchants and manufacturers of other countries can afford to do; for, as I observed in my last report, the habits and customs, likes and dislikes, wants and necessities of the Puerto Ricans and Dominicans are very similar.



## SUGAR INDUSTRY: OPENING FOR AGRICULTURAL MACHINERY.

Several months ago I visited some of the large sugar estates in this consular district, with the view of observing the method of cane cultivation. The largest of these, the Consuelo, near Macoris, is under the management of Hon. John S. Durham, one of our former ministers to Haiti. By his courtesy I was shown over a large portion of its cane fields, and from observations there made, aided by a practical knowledge of the science of agriculture gained as a farmer's boy, I am led to believe that the ordinary cultivator, or even the old-fashioned triangular harrow, can be used in these fields, especially the older fields, with good results. There was not one to be seen on any of the estates visited.

Although several of the larger estates are owned or operated by American capital, the only Americans, as a rule, to be found on them are the manager, bookkeepers, engineers, and the other skilled laborers, none of whom have any practical knowledge of agriculture. The matter of producing cane is left to the soil, the rains, and the clumsy methods employed by the ignorant native field laborers. In going over the fields with Mr. Durham I explained to him how the cultivator or harrow could be used in loosening the soil and at the same time destroying the weeds. It seemed a revelation to him, and he readily agreed with me that it would be a great improvement over the old-time hoe, scythe, and machete, which are about the only implements now used in cultivating the cane on these estates.

The cultivation of sugar is the principal industry of the Dominican portion of this island. There are eighteen plantations in this consular district, eight of which are owned by Americans, and American capital is invested in several of the other nine. The output of these estates for the year 1898-99 is in excess of that of any former year.

## BANANAS.

I am informed that an American company has been formed and a concession obtained for the establishment of an extensive banana plantation near Matanzas, on the north coast.

The violent hurricane that did so much injury in Puerto Rico caused considerable damage to the banana plantation of the Samana Bay Fruit Company.

C. L. MAXWELL,  
*Consul-General.*

SANTO DOMINGO, *October 30, 1890*

# SOUTH AMERICA.

## ARGENTINE REPUBLIC.

### BUENOS AYRES.

I submit the following report on the commerce and industries of my consular district, and transmit the following statistics and data therewith connected:

#### *Imports and exports for 1898.*

Total imports .....	Gold.
Total exports .....	\$107, 428, 900
	133, 829, 458

#### Distributed as follows:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Germany .....	\$12, 571, 116	\$20, 286, 388	Holland .....	\$109, 881	\$331, 232
West Indies .....	27, 643	162, 397	Paraguay .....	1, 757, 439	144, 108
Belgium .....	9, 444, 981	13, 949, 751	Portugal .....	74, 984	11, 597
Bolivia .....	57, 208	408, 813	United Kingdom .....	39, 012, 600	19, 205, 928
Brazil .....	5, 012, 115	7, 916, 301	Uruguay .....	470, 901	3, 683, 275
Chile .....	82, 772	1, 354, 494	Various ports .....	70, 759	7, 846, 673
Spain .....	3, 315, 470	337, 998	Shipments for order .....		17, 089, 148
United States .....	11, 129, 065	5, 874, 236			
France .....	10, 596, 725	29, 981, 056			
Italy .....	13, 695, 241	5, 256, 054			
			Total .....	107, 428, 900	133, 829, 458

Total imports for first six months—	Gold.
1898 .....	\$49, 553, 375
1899 .....	57, 452, 942
Total exports for first six months—	
1898 .....	81, 632, 825
1899 .....	89, 050, 762

The imports and exports for first six months of 1899 were distributed as follows:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Germany .....	\$7, 008, 125	\$14, 658, 948	Holland .....	\$64, 565	\$853, 301
West Indies .....	17, 282	80, 202	Paraguay .....	702, 810	104, 196
Belgium .....	4, 909, 365	11, 783, 129	Portugal .....	59, 365	72, 184
Bolivia .....	29, 083	279, 706	United Kingdom .....	21, 294, 496	10, 923, 002
Brazil .....	2, 221, 300	3, 261, 816	Uruguay .....	256, 745	2, 225, 866
Chile .....	65, 150	206, 754	Other countries .....	92, 486	4, 096, 081
Spain .....	1, 459, 073	766, 014	Orders .....		16, 164, 290
United States .....	6, 582, 249	3, 201, 170			
France .....	5, 425, 416	18, 281, 346			
Italy .....	7, 266, 492	2, 094, 857			
			Total .....	57, 452, 942	89, 050, 762

The countries showing an increase in the import trade are as follows:

Germany .....	\$1, 304, 766
Belgium .....	208, 874
United States .....	2, 150, 251
France .....	475, 434
Italy .....	840, 870
Holland .....	14, 111
United Kingdom .....	3, 494, 359

The following are the principal exports for the first six months of year 1899:

Wheat.....	tons..	1, 078, 819
Maize .....	do.....	207, 068
Linseed .....	do.....	178, 344
Wool .....	bales..	287, 449
Flour.....	tons..	22, 396
Hides .....	number..	1, 546, 917
Hay .....	bales..	237, 456
Frozen wethers .....	number..	1, 020, 998
Live steers.....	do.....	77, 141
Live sheep.....	do.....	365, 623

The value of goods shipped to the United States from my consular district during the year 1898 was:

Bird skins .....	\$164. 10
Bones .....	92, 586. 32
Hair .....	64, 676. 59
Hides, dry, ox and cow .....	1, 981, 539. 94
Hide cuttings .....	20, 243. 03
Ostrich feathers .....	18, 644. 85
Quebracho wood .....	58, 681. 58
Salted tripe .....	60, 311. 58
Cedar logs .....	691. 63
Glue stock .....	3, 161. 83
Skins:	
Calf .....	39, 478. 19
Kid .....	10, 225. 90
Stag .....	4, 317. 43
Nutria .....	55, 877. 56
Goat .....	112, 480. 16
Sheep casings .....	1, 681. 06
Tanning extract, dry .....	22, 019. 34
Wool.....	259, 902. 54
Total .....	2, 806, 683. 63

During the past year, there has been an increase of business in favor of the United States. Our manufacturers have been reminded by me, as well as by others, that in order to increase their exportations it is absolutely necessary to send out trustworthy agents speaking the languages of the different countries, to show their wares and prove the superiority of their fabrics, as only in this way can new channels of exportation be opened.

This, and probably all other consulates, receive circulars and catalogues for distribution printed in English, which are of little or no avail; but all such circulars, catalogues, etc., if printed in Spanish, may do some good, although there is nothing like having an energetic good American, who speaks the language of the country, on the ground. All other nations are struggling hard for enlargement of trade in the Argentine Republic.

There is no reason why United States manufacturers should not furnish this country with articles which are now imported from France, England, and Germany; our goods have made excellent impressions

here, and these may be emphasized if the suggestions in this and former reports are heeded.

#### IMPORTATION OF LIVE STOCK.

During the past year, the importation from England, and in an infinitesimal degree from France and Germany, of stud stock into this Republic has continued on the same scale as in former years. It is wonderful how so many animals are absorbed by the country. During the busy season from, say, September to March, ship load after ship load is poured into Argentina, sometimes over 300 in one vessel, and yet buyers somehow are found for all. Prices have ruled, more or less, the same as in the preceding season, if the appreciated value of the paper dollar be taken into account.

This, however, is equivalent to saying that many importers have lost money. To a certain extent, the business is a gamble, i. e., the same class of ram may this week fetch \$10 less than next. Prices are governed by the supply and demand on the day on which the stock is put up to auction.

This week there may happen to be but few buyers in from the country districts, and but little interest is evinced at the sale. The owner or his representative, fearful of heaping up unnecessary expenses for keeping and advertising the stock, not to mention the risk of death, resigns himself to accepting what he can get. His neighbor, eight days afterwards, happens to fix on a day when a number of buyers have come into town on purchase intent. A brisk competition results, and the average not infrequently reaches \$10 more than that obtained in the previous week. The fortunate man's animals are not one whit better in size or wool, but the demand happened to be better on the day of the auction. Nor was the first seller altogether wrong to accept the best prices he could get. He probably knows from bitter experience that had he stopped the sale and waited for another week he would very possibly have found that conditions had not changed and that he had simply added to his expenses. There is another very potent reason why an animal should be sold just as soon as possible after being landed, i. e., it is painfully within the bounds of possibility that it may die. Indeed, the percentage of stud stock which dies within a month of being landed is simply appalling. Why they should die it is difficult to say; but the fact remains that they do. It is said that the chief reasons are abnormal fatness and liver and lung diseases contracted on the voyage. It is certainly true that in England they do not die thus, and it can only be presumed that the heat of the Tropics produces the diseases to which the excessive fatness of the animal renders him peculiarly prone. It is probably no exaggeration to say that 50 per cent of the animals imported, whether sheep or cattle, contain already in themselves when landed the germs of a disease which within twelve months will qualify them for skinning. As to sheep, from 10 to 20 per cent die within three months after arrival. This dreadful mortality is what injures the trade, and if it could by any means be avoided, there is no doubt that the volume of imports would be very sensibly increased. However, it is difficult to see how to effect a change. Farmers here are not as yet sufficiently versed in stock to be able to judge of an animal on its merits. In other words, an animal which might arrive in such a condition as regards fat as to free it from all fear of disease would meet with no better acceptance by the ordinary "estanciero," since he would be unable to judge of this point. It is

on the general appearance that he forms his opinion, and nothing, except it be abnormally fat, finds grace in his eyes. This is so true that inferior animals, if well dressed for show, almost invariably obtain the best prices. The more successful importers are fully alive to what is required and spare no pains to present their animals in as showy manner as possible. The degree of intelligent attention paid to the condition of the animal during the voyage out is sufficient alone to add or deduct 15 or 20 per cent in its sale price. Another point which decides the value of the stock at the sale is the name and fame of the importer. To no small extent is the business a personal one. A man well advertised, and who has acquired a reputation for bringing out good animals, always has the advantage over his lesser-known competitors; but this is reasonable and right; it simply means that sound judgment, honest and commercial shrewdness meet with their just reward. The business of importing stud stock is practically in the hands of a few well-known men, and anyone entering into competition with them finds himself considerably handicapped. Many last year made money, but more lost.

With regard to the breeds which find the readiest markets, there can be no question. Among bulls, the Durhams are practically the only class sold. Now and again a Polled Angus is brought out, and more often a Hereford; but the demand even for the former splendid beef producers is extremely limited, and as a rule they return but a small recompense, if any, to their importers. Owing, too, to the rigorous enforcement of the tuberculosis test introduced last May, importers have fought very shy of bringing out bulls for sale. This test is now admitted to be faulty, or at least very misleading, both in England and the United States. Moreover, the difference in the mode of applying it in England and this Republic has been so extraordinary that perhaps 50 per cent of the animals passed by the test at home have been condemned on arrival here. The Argentine stud farmer need not resent the intrusion of fresh blood into the country. He is well aware of its importance, and on the other hand his own animals can, in many instances, compare most favorably with those imported from abroad. Probably as time goes on, the imports of bulls will gradually become restricted to exceptionally valuable animals, such as may be required by the stud farmers of the first rank in the Republic. These latter are quite capable of breeding animals of sufficient worth for the inferior establishments and for the general herds. Already the time of mediocre bulls has passed, as has been strongly marked both in the past and previous season.

When we turn to sheep, we find the same exclusive preference accorded to the Lincoln breed as in horned cattle is awarded to Shorthorns. Again, it may be said that practically Lincolns alone are worth importing. That such should have still been the case in the past season was somewhat remarkable. In the preceding epoch, the value of Lincoln wool had suffered a notable decline, and it might well have been expected that, owing to the finer staple of their coats and to their suitability for mutton, the black-faced breeds would have jumped into favor. That they will gradually assume the position that is their due among flocks there can be little doubt, but so far small progress has been made. Black-faced wethers are highly valued by exporters and obtain a much better price than their Lincoln brethren. This alone is sufficient to entitle them to the patronage of farmers, and as the export of live stock increases it is probable that black faces will grow

more and more in favor. Among the several divisions of the black and mottled faces a decided preference is given to Hampshires, and it is very possible that in the coming season a fair demand may spring up for them. For the moment, it must be admitted that the demand for any breed but Lincoln is infinitesimally small. Farmers all the world over are conservative, and it will take a great deal of reasoning and experience to dethrone the favorite Lincolns. I do not by this imply that they should be thrust down. Fashion is an uncertain empress; what is her whim to-day may be her pet dislike to-morrow. To-day the long wools are out in the cold; but no one can say how long they will remain so. The Argentine farmers may be perfectly right in eschewing the black faces. One thing is perfectly certain, that they will not for the moment take anything but Lincolns, and importers must perforce bow to their decision.

Owing to the appreciation of the paper currency, it was possible for estancieros to secure last season imported pedigree rams at a cost but slightly above the ordinary class of rams used for general flocks. This greatly aided importers, and should the price of gold remain more or less the same as at the end of the season, importers should, if they use discretion in their purchases, be able to do a fairly remunerative business next spring. The day for exaggerated profits has, however, gone by, and in the future a small margin must be gratefully accepted. Thanks to the previous imports, extending over ten years, splendid animals are now bred here, and their number will naturally continue to increase. It is hardly probable that in the near future the country will be able or willing to absorb such large imports as in previous years. Importers should be very chary of giving the high prices paid in England up to a recent date.

In short, the import trade has recently been distinctly overdone, and importers would do well next season to be more exacting in the fineness of the Lincolns they may purchase; to buy more cheaply; to provide more carefully for their animals' health on the voyage out, refusing overfatted stock, and perhaps shearing them three months at most before embarkation; and finally, they should decrease the abnormal number of rams hitherto sent out yearly for sale. I give below a very interesting table, showing the number and breeds of the animals landed at this port during the year 1898:

<b>Bulls:</b>		<b>Horses:</b>	
Durham .....	429	Hackney .....	22
Red Lincoln .....	2	Arab .....	7
Dutch .....	3	Italian .....	3
Hereford .....	29	Clydesdale .....	26
Long Horn .....	2	Percheron .....	3
Polled Angus .....	9	Trakenen .....	1
Jersey .....	5	Frison .....	9
Red Polled .....	8	Oldenburg .....	4
Limousin .....	2	Shire .....	6
Dexter King .....	2	Thoroughbred .....	13
<b>Cows:</b>		<b>Mares:</b>	
Limousin .....	1	Hackney .....	17
Durham .....	55	Anglo-Normandy .....	2
Swiss .....	1	Italian .....	1
Jersey .....	9	Clydesdale .....	3
Hereford .....	1	Cleveland .....	2
Red Polled .....	3	Percheron .....	4
Dexter King .....	8	Arab .....	3
<b>Calves:</b>		<b>Asses:</b>	
Durham .....	3	Various .....	35
Hereford .....	1		

## EXPORTATION OF LIVE STOCK.

This wonderful business goes on apace, and shows no signs of decline. On the contrary, fresh steamers are being built, influentially supported associations have been formed, both here and in England, to protect the interests of the trade, and the Government has laid before Congress a bill for improving the conditions of transport, which, though first among the innocents massacred at the tail end of the extra session, will next year, no doubt, be fully discussed, and part, at least, will become law.

I call the business "wonderful," because it has stood such severe trials, and yet shows stronger elements of life than ever. Though there is hardly a firm or individual who has not lost money in it, and it is, admittedly, as unbusinesslike a business as ever catered for popularity, yet it increases in volume every year, and, as if it possessed some strange power of attraction for those who once enter its charmed circle, though it counts its victims by scores, it shows to-day a bolder front and more solid basis than it has done since it was first started, ten or twelve years ago.

That there are strong grounds for this faith, thus displayed in the future live-stock export trade, I fully admit and, indeed, believe that such trust will eventually be fully justified—happily for the Argentine farmer, the British ram breeder and shipowner, and the host of those who directly or indirectly reap a harvest from its existence.

The disasters and misfortunes which have, hitherto, dogged the footsteps of the trade, have been to a very great extent due to ignorance and lack of foresight—not to say the actual greed of many of those who had entered it. Shipowners, exporters, and sheep farmers have each in turn aided and abetted abuses, and in many cases have even courted ruin. A new trade, and one of extraordinary vicissitudes at the best, every Tom, Dick, and Harry who had a little money to throw away has rushed into it, in grossest ignorance of the hidden twistings and turnings of the market. One year, a falling off in the cattle exports of the United States afforded a splendid market in England for Argentine stock, and excellent profits were the results. The following season the United States was again able to compete, but no notice was taken of the altered conditions here. Farmers, aware of the profits secured by exporters in the previous year, held out for prices at which it was impossible to sell in Europe, except at a loss, with the natural consequence that the gains of the previous year were quickly swallowed up and turned even into ruinous deficits. It should, perhaps, be pointed out that farmers have throughout displayed gross ignorance in their dealings with exporters. Again and again they have insisted on exacting prices, exorbitant in relation to the state of the European market, yet which had to be paid, since vessels had been chartered and had to be filled at any cost. Exporters, on their part, have recklessly chartered boat after boat for months ahead, when ordinary prudence would have counseled caution. Shipowners and agents have not been behindhand in adding their quota to the general distress. Strong in unity of purpose, they have succeeded in forcing shippers to crowd animals into places on board ship which, in the early days of the trade, had never been thought of, thus causing inevitable loss to their clients, the shippers. Indeed, to this mischievous ignorance must be attributed the main losses sustained by exporters in recent times. They may

very naturally plead that shippers should have refused to ship if they had objected to such spaces. "Business is business," "Each one for himself," "Caveat emptor," are the oft-quoted excuses for such conduct. The real reason why such a system was endured lies simply in the combination of shipping agents and the lack of unity on the part of shippers. This fault, however, has been met by the formation of the live-stock associations, which, though barely a year in existence, have already done yeoman service.

At the same time it is gradually becoming apparent that, in order to affect any distinct improvement in the manner in which the transport of stock is carried on, recourse must be had rather to the regulations formulated by the British and Argentine Governments than to private arrangements between exporter and shipowner. It is curious that it should be so; but the export trade under discussion is a curious business in many ways, and it is difficult to reason with regard to it on the ordinary basis of supply and demand. An earnest endeavor to compass some such arrangement has been tried and failed. Other remedies must now be essayed or the business will perforce dwindle, if not to-day, then to-morrow or the day after. There is always a certain amount of danger present that the pastoral interest in England—a very influential one—may avail itself of the undoubted cruelty now practised on many vessels, through overcrowding and loading in improper places, to bring such pressure to bear on the British Government as may lead to vexatious regulations being introduced on the other side, which would hamper the trade seriously so far as this country is concerned. This would be done ostensibly to protect the stock, but it is much to be feared that the principal motive would be to favor the British meat producer at the expense of Argentina. Indeed, if I mistake not, some new regulations are already being framed. What they may be has not yet leaked out. If honestly and judiciously drafted, they should favor the trade here; but the alterations should rather originate on this side, and it is with this end in view that efforts are now being made to reform Argentine regulations. Practice and experience have proved them to be very faulty—even mischievous in many respects. Though carefully framed, they have had their day and are now generally admitted to be very far from perfect. Too vague and general in wording, when dealing with matters of vital interest to the shipper, they have often been carelessly interpreted and even ignored by the Government inspectors. Too much was left to the common sense of the parties principally interested. At first, all went fairly well, but with greater demand for space prudence was thrown aside. Shipowners found that places at first never dreamt of for stalling cattle and sheep—since they were obviously inappropriate—might yet be employed. Shippers, in their ignorance and race for profits, accepted the idea and the present system was allowed to creep in with its inevitable and disastrous consequences. Besides, the original regulations were drawn up for the class of cattle then available; but to-day the animals are so much superior in size that what was sufficient space for the steers of 1889 is utterly inadequate for the beeves of 1899.

This shameless overcrowding on board naturally raised the death rate enormously and consequently the rate of insurance. Cattle at first were insured for  $1\frac{1}{2}$  and 2 per cent, but as the losses grew the rate rose by leaps and bounds to 8 and 10 per cent, the current prices, or



say to \$7 and \$8 per steer; truly a prohibitive rate, and yet one which insurers are compelled to ask in their own defense.

However, it should be mentioned that, besides the European markets already opened up, a new outlet has quite recently been found for beeves and fat sheep, namely, the Cape. The awful plague of rinderpest, which had almost swept clean the pastures of South Africa, has rendered it imperative for farmers there to restock their lands, and for butchers to add to their scanty resources by importing meat, alive or dead. A steady business on a diminutive scale has already been inaugurated, and it is more than probable that it will grow in magnitude, and continue until the unfortunate stock farmers in Cape Colony and Natal are again able to supply their markets. It is very possible that breeding stock may also be sent across the Atlantic to replenish devastated farms. If so, and the business shows signs of profit, there is no reason why an enormous trade with the Cape should not spring up during the next few years.

Before giving statistics of the trade, I will briefly sum up deductions to be drawn from this slight sketch of the present condition of affairs. The export of live stock must be undoubtedly admitted to be sound and profitable, and one which will eventually assume gigantic proportions, to the immense benefit of the estancieros in the Republic, the importers of live stock, the shipowners, and the innumerable branches of trade bound up with it.

The following are the statistics for the year 1898:

Ports.	Steers.	Wethers.	Horses.	Mules.
Buenos Ayres .....	91,687	448,447	3,501	1,568
La Plata .....	29,262	121,463	1,441	644
Total .....	120,949	569,910	4,942	2,112

The following are the statistics of live stock exported from January 1 to August 12, 1899:

	Continent.	England.	Brazil.	Cape.
Steers .....	344	67,351	12,801	343
Wethers .....	75,721	312,828	2,972	2,049
Horses .....	158	192	113	2
Mules .....			32	666

*Wool shipments (in bales) from October 1, 1898, to date.*

Countries.	1898-99.	1897-98.
Dunkirk .....	215,894	187,929
Antwerp .....	66,344	81,205
Hamburg .....	91,438	85,826
Bremen .....	34,067	48,335
Genoa .....	7,852	19,221
United Kingdom .....	12,987	24,212
United States .....	9,499	12,663
Bordeaux .....	440	4,186
Havre .....	12,221	14,248
Marseilles .....	7,006	5,046
Barcelona .....	83	98
Total .....	497,770	477,964

## ARGENTINE AGRICULTURE IN 1898.

Taken all round, 1898 was a good year for Argentine agriculture, and there were no disasters.

Prices of wheat and wool having been good and crops generally satisfactory, it is considered that the losses of previous lean years have been to a great extent covered, so that a fair start was made this year and a cycle of good seasons may be expected, the principal assets carried forward being splendid crops of wheat and maize and a large increase in the flocks and herds, with prospect of plentiful grasses.

The fall in the price of gold has, therefore, been tempered to all concerned, and with another year new conditions of rental and credit can, in a measure, be settled to suit the improved currency.

Locusts do not cause so much alarm now that the possibility of keeping their ravages within bounds in the cultivated districts has been demonstrated, and it is known that their habitat is practically confined in the Republic, so that when they can be followed to their hibernating quarters, the process of extermination will not be impossible. At any rate, the locust plague has taught individual Argentines to do some work for public good without relying altogether on the Government. The initiative of this new departure resulted from the action of a few Buenos Ayres merchants, who subscribed a large sum of money for the expenses of thoroughly studying the life history of the Argentine locust.

So many disappointments have resulted from efforts to forecast the wheat crop that everyone was afraid of saying much this year, and the consequence was underestimation, but it is now probable that the export of 1899 will be larger than in 1894, and may reach 2,000,000 tons, because there are no failures of crop in any district.

The feature of the year will be the crop of Buenos Ayres province, of which the most glowing accounts are received, and this item in the balance sheet will be of importance in the present export as well as in future cultivation, and will hasten the southerly trend of wheat growing.

The fall in gold cuts down the paper price received by growers very severely, but there will be a saving in the price of threshing and railway freights that makes a considerable difference on the other side, and after all, it is the yield that most affects the result of a crop to a farmer.

It is not likely that wheat growing can increase materially, unless the improved condition of the currency or some other obvious inducement attracts a large immigration, but on the other hand there is no reason to expect any falling off, because the class of Italians who till the soil are not fitted for any other work, and will go on at their present occupation as long as they get the necessary food, with hope of occasional good years.

As long as cheap land and cheap living are obtainable, this will be a wheat growing and exporting country, and every year brings improvement in the methods of cultivation.

Maize will always be cultivated, but the export may depend more on the condition of the cattle trade (always supposing that there is no great drought and consequent failure of crop) than the prices, because stock feeding will increase very largely with the improvement of the class of animals and the advent of mixed farming, and it is more con-

venient to export maize in the form of meat; but the future of wheat export is beyond doubt, because home consumption can not increase with production.

*Calculation of Argentine wheat crops.*

Years.	Export, wheat and flour.	Consump- tion, flour and seed wheat.	Crop.	Acreage, estimated.	Yield per acre.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Bushels.</i>
1890-91.....	405,000	440,000	845,000	2,700,000	12
1891-92.....	495,000	435,000	980,000	3,300,000	11
1892-93.....	1,050,000	535,000	1,585,000	4,000,000	14½
1893-94.....	1,655,000	575,000	2,240,000	4,600,000	13
1894-95.....	1,655,000	590,000	1,675,000	5,000,000	12
1895-96.....	623,000	600,000	1,223,000	5,000,000	9
1896-97.....	136,000	600,000	736,000	5,000,000	5½
1897-98.....	770,000	630,000	1,400,000	5,000,000	10

Estimated 1898-99, 1,950,000 tons wheat and flour; 650,000 tons flour and seed wheat.  
Average of eight years: Crop, 2,600,000 tons; 5,000,000 acres; 17½ bushels per acre.

AN ARGENTINE ESTANCIA.

The word "estancia" may be taken as identical with the "ranch" of the United States. By it we understand an establishment in the "camp" where the breeding and care of sheep, cattle, and horses, and maybe agriculture, form the base of operations. Such an establishment may make a specialty of any of the above-mentioned branches, or may devote itself impartially to them all.

It will, of course, be understood that the natural conditions of certain parts of the country lend themselves more especially to one or the other of these branches.

Not many years ago, open camp was the general thing and fenced-in camp the exception. To-day the reverse may be said to be the case; and only in the very outside camps do we find the lands unfenced. An "estancia" may be of any size. We see them of 20 square leagues and more in extent, and also of 200 or 300 squares—the area of the former being 128,000 acres and that of the latter only 850 acres. The number of animals that these camps will carry to the square varies considerably, some carrying 30 sheep with ease, others only 1 with difficulty, while some again are wholly unsuited for sheep, and can almost be said to carry none.

Formerly, estancias were divided up into "puestos," and each "puestero" was given a flock to look after. His work consisted in keeping the sheep together, shutting them in the corral in the evening to prevent them straying off during the night, curing them and keeping them free from scab, and looking after them in general. He derived his remuneration either from an interest in the flock (usually a third) or from a monthly salary. The former mode of payment was the more general; the latter may be said to be the only one now in use.

But with the dividing up of the camps into paddocks or "potreros" this mode of working sheep is fast disappearing and giving place to the new order of things. Every flock has its own "potrero," where it can wander at will.

The flocks are all handled and worked from the estancia, unless on a very large place. The average size of a flock is from 1,400 to 2,000 animals. One also sees flocks, though rarely, of 3,000 and 4,000. Formerly, it was customary to run the flocks "al corte," i. e., with

ewes, wethers, and lambs all together; but now, with the dividing up of the camps by fences, it is recognized to be much more advantageous to have only a ring fence around them. Formerly this was, of course, impossible, but now it is easy. In some districts the Merino sheep predominate, while others are devoted almost exclusively to the Lincoln crosses. The strides made of late years in the breeding of cross-bred Lincolns are wonderful.

At intervals, the sheep are brought to the estancia to be "dipped." Every establishment is furnished with a bath specially made for this purpose, varying in size according to the requirements of the place. As many as 7,000 sheep can be passed through a bath in a day.

The sheep are by this means effectually freed from scab and vermin. The system of earmarks is the legal and recognized method of distinguishing one flock from another. These earmarks are known as "senales," and the holder of each "senal" has to establish his right to it by registering it at the municipality of his district and paying the necessary fees, which gives him a right to the "boleto." The marking on the wool with paint is only for the convenience of the owner, but has no legal significance.

Shearing generally begins in the month of October, and this may be said to be the epoch of the year. Most of the shearing is still done by hand, only a comparatively small number of estancieros making use of machinery for that purpose. At times, one sees as many as 50 or 60 shearers at work on the same boards, but usually the number is between 20 and 30. With this latter complement, one might expect to see 1,500 sheep turned off in a day.

Roughly speaking, the working hours on the estancia are from sunrise to sunset all the year round, with an interval in the heat of the summer for "siesta" and breakfast of from two to three hours, and in the winter of one hour for breakfast.

Every camp "peon" is allotted a certain number of horses for his own saddling (generally six or seven), and it is the work of one man to have all the horses in the corral well before sunset, so that every man may have his horse saddled and ready by sunrise.

The cattle, like the sheep, are, on account of the opening of the camps, to-day much more divided than formerly. But some big "rodeos" are still to be seen, numbering 4,000 and 5,000 head. These cattle, when required to be worked, are put on "rodeo" and the parting done by men on horseback. Working in pairs, these men "cut out" and "ride off" the animals to be parted. Should any animal prove particularly refractory, the lasso may have to be used to overcome its prejudice against going where it is required. In this case, one man lassoes it by the horns, and proceeds, if necessary, to drag it where it is wanted, the second man, by various means, goading on the animal from behind. On arrival at their destination, the second man lassoes the animal by both hind legs and pulls it to the ground. The first lasso is then removed from the horns, and on the lasso which holds the hind legs being loosened, the animal can regain its feet and the loop falls off.

The calves are branded when 6 months old—usually during the months of April and May. The general mode, still in vogue, is the following: One man on horseback lassoes a calf by the neck, and drags it a short distance from the bulk of the cattle. There are men waiting on foot with lassoes to "pialar" it—that is to say, to throw the lasso

in such a way as to catch both front legs, and by this means pull the animal to the ground. It is left lying on the ground with its legs tied until the requisite number are caught. They are then branded, and an earmark put on (the latter for the convenience of identification only), their legs are untied, and they return to the "rodeo." The "bretty" is also very generally used for the purposes of marking. This method does away with the necessity of lassoing and throwing the animal to the ground.

There is still another method in use in some parts—viz, that of marking by means of the "palenque." In this method, the calf is lassoed by a man on horseback and the lasso thrown over a crossbar between two upright posts; the calf is then dragged by the man on horseback up to the "palenque," where it is branded.

The breeding of horses has in the last few years diminished greatly in extent, mares being considered quite a drug on the market. This, of course, does not apply to blood mares, but in a general way to the "criolla" or "mestiza" mare, with a slight strain of breeding. In places where formerly the mares could be seen by hundreds, they are to-day counted by tens.

The "peon," or laborer, is chiefly enlisted from the ranks of the Argentine, but includes a sprinkling of many other nationalities. These men, on an average, get \$30 a month, "all found," by which is understood provided with meat, salt, biscuits, yerba, and perhaps farina.

The "recado" still serves them as a bed when nothing better turns up; but on the estancia they generally rig up some kind of "catre," on which they spread their rugs and, perhaps, one or two dried sheepskins. A room is generally shared by two or three. It is calculated that four or five men eat a sheep a day between them, which, it must be owned, is a fair allowance.

On estancias of considerable size one sees a sheep "capataz" and a cattle "capataz," both of them having a gang of men under them; and these two "capatazes" are in their turn under a general "mayordomo," who is responsible for the working of the place. On estancias to-day, the work of the "galponero" and his men is by no means a sinecure. Each year, we see this branch of estancia work developing to a marvellous extent. Not only must many of the bulls, sires, and rams used on the estancia be stalled and looked after in the galpon in the winter, and at other times when not out with the stock, but bulls, rams, and horses bred on the place for sale have to be taken care of in the same way. The class of blood stock bred here to-day on many estancias is often as good and sometimes far superior to a large proportion of the stock imported into the country, as the prices at the sales of home-bred stock will show.

There is still another branch which has not yet been touched on, viz: The invernada business—that is to say, the purchase of thin stock, or of that in an indifferent condition, and the fattening of same for the market. This is gone into to a greater or less extent on a large percentage of breeding estancias to-day, and there are many establishments where the invernada business forms the base of operations.

#### ARGENTINE RAILWAY WORKING IN 1898.

I will now give an analysis of the working of the chief Argentine railways during 1898, as shown by the recently published director's

report. I do so this year with the more pleasure, because without exception they give far better results than for some years past, many causes having combined to make 1898 a prosperous period for nearly everything in South America, more especially in Argentina. A glance at the following table shows the gross and net earnings of the four most important railways, two of which are brought up to December, while the other two up to June:

## GROSS EARNINGS.

Railways.	1897.		1898.		Increase.	
Buenos Ayres Great Southern.	£1, 144, 043	\$5, 567, 485	£1, 653, 374	\$8, 046, 145	£509, 331	\$2, 478, 660
Buenos Ayres Western .....	622, 139	3, 027, 639	742, 570	3, 613, 717	120, 431	586, 078
Buenos Ayres and Rosario...	673, 525	3, 277, 708	788, 353	3, 896, 520	114, 828	558, 811
Central Argentine .....	743, 539	3, 613, 433	997, 032	4, 852, 056	253, 493	1, 238, 623

## NET EARNINGS.

Buenos Ayres Great Southern.	£876, 443	\$4, 265, 234	£996, 567	\$4, 850, 526	£122, 119	\$594, 292
Buenos Ayres Western .....	294, 894	1, 435, 102	389, 524	1, 896, 619	94, 630	460, 517
Buenos Ayres and Rosario...	293, 620	1, 428, 902	350, 427	1, 706, 353	56, 807	276, 451
Central Argentine .....	297, 751	1, 449, 005	494, 611	2, 407, 024	196, 860	968, 019

My second tabular statement, however, may be regarded as more interesting, as showing not only the net receipts and dividends of the lines, but also the yield on present purchase:

Railways.	Net receipts.			
	1898.		1897.	
Buenos Ayres Great Southern .....	£455, 067	\$2, 214, 585	£391, 948	\$1, 907, 415
Buenos Ayres Western .....	350, 427	1, 706, 353	238, 620	1, 428, 902
Buenos Ayres and Rosario .....	161, 920	787, 964	132, 170	643, 205
Central Argentine .....	494, 611	2, 407, 024	297, 751	1, 449, 005

Before going farther, it may be as well to add another item in regard to the Argentine Great Western, in consequence of its entry, for the first time this year, into the list of interim dividend payers. No half-yearly report has been issued, but the interim dividend is at the rate of 5 per cent per annum, and the shares being quoted at about par, the yield is nearly 5 per cent. Of the above companies, the Central Argentine and the Rosario are the most important, their full year ending with December, whereas, with the other two, it did not come to a close until June last. The net revenue of the Central Argentine was £494,611 (\$2,407,024), to which has to be added balance from 1897, £10,158 (\$49,434); interests on investments, £6,889 (\$33,523); and profits on remittances, £5,649 (\$27,491); making a total of £516,308 (\$2,512,613); from which has to be taken £202,011 (\$983,087) as interest on debenture stock, interests to northern and western sections, and income tax, etc., leaving £315,296 (\$1,534,388). Out of this sum the interim dividend took £117,515 (\$571,887); £10,000 (\$48,665) was transferred to reserve fund, and an equal amount was appropriated to renewals and casualty fund, so that the available balance was £177,781 (\$865,171), with the reserve fund now standing at £129,954 (\$632,421). A balance dividend, bringing the total for the year up to 4½ per cent has been paid, leaving £9,901 (\$48,183) to be carried forward. As

regards the Rosario, the net receipts were £350,427 (\$1,705,353), to which has to be added balance from 1897, £8,377 (\$40,767); interest during construction transferred £13,516 (\$65,776), and a further sum of about £7,000 (\$34,066) for transfer fees and interest on reserve and other funds, making a total of £379,251 (\$1,845,625). From this we have to deduct £302,135 (\$1,470,340) as interest on debenture stock, dividend on preference and Sunchales shares, interim dividend on ordinary and income tax, etc., thus leaving a balance of £77,116 (\$375,285). Out of this a balance dividend has been declared, bringing the total for the year up to 2½ per cent, £20,799 (\$101,218) being carried forward.

Turning to the two companies issuing half-yearly reports, I find that the Western net receipts were £165,920 (\$807,450), and, after adding sums received from the Central Argentine and other railways, there was a total of £250,133 (\$1,217,272), but interest on Government loans and the company's debenture and other stocks required £152,762 (\$746,086), so that the disposable balance was £97,370 (\$473,851), out of which an interim dividend equal to 5 per cent per annum was paid, and £9,870 (\$48,032) carried forward. The working of the Great Southern Railway for the six months showed a net profit of £455,057 (\$2,214,535), to which £45,683 (\$222,316) had to be added as receipts from the Ensenada section and interest on reserve, etc., making a sum of £500,740 (\$2,436,851). Preference and debenture interest took £172,403 (\$838,999), leaving £328,337 (\$1,597,852) available, out of which an interim dividend at the rate of 6 per cent per annum has been declared and £38,537 (\$187,540) carried forward. So far in regard to the past; now for the present and immediate future. The following table will show the amount required to pay an extra 1 per cent on ordinary, together with the probable net increase since January 1, on the assumption that working expenses have been the same as given in last report. This, as a matter of fact, is in most cases likely to be lower, and I know, at least in the case of the Central Argentine Railway, that the ratio of working expenses during the year 1897 was 59.95 per cent; during 1898 it dropped to 50.39 per cent, and it is estimated officially that during the first three months of this year, it was worked at 43.6 per cent. It is now possible to estimate the approximate net receipts for the year, and the percentage by which the dividends could be increased becomes easily apparent.

Railways.	Amount required to pay 1 per cent.		Last ratio working.	Rate of last dividend.	Net increase since January 1.		Probable net increase for 1899.	
Buenos Ayres Great Southern...	£97,500	\$474,484	Per ct. 44-18	6	£56,557	\$275,235	£183,810	\$894,511
Buenos Ayres and Rosario.....	45,000	218,992	55-55	24	15,586	75,850	50,654	246,506
Buenos Ayres Western.....	35,000	180,327	52-11	5	32,697	159,119	106,265	517,139
Central Argentine.....	67,000	326,066	50-39	41	37,181	180,941	120,838	588,058
Argentine Great Western.....	10,000	48,665	55-66	6	11,844	57,689	38,498	187,326

From the above table, it is evident that the Buenos Ayres Western and the Argentine Great Western are the two railways whose earnings are increasing more in proportion to expenses and the amount of capital than either of the others, chiefly owing to the ordinary capital being comparatively very small. As a matter of fact, it only requires £10,000 (\$48,665) of additional net earnings to add an equivalent to 1

per cent to the dividend of the Argentine Great Western, whereas the Buenos Ayres Great Southern requires no less than £97,500 (\$474,484). It is clear that Argentine railways have an excellent prospect, but on the whole, I think the Argentine Great Western seems to have before it an exceptionally promising future.

The following data concerning the Central Argentine and Rosario railway companies in 1898 are of interest:

	Central Argentine.		Buenos Ayres and Rosario.	
Total capital .....	£9,150,796	\$45,532,349	£9,451,838	\$45,997,945
Ordinary stock .....	6,716,156	32,684,168	4,505,320	21,825,140
Gross receipts .....	937,082	4,852,056	788,353	3,836,520
Working expenses .....	532,421	2,445,031	437,925	2,131,162
Net revenue .....	494,611	2,407,024	350,428	1,705,358
Percentage of working expenses .....	50.39		55.55	
Average receipts per mile worked .....	£1,180		£862	
Length of line worked .....	845		949	
Passengers carried .....	3,228,622		2,587,665	
Freight carried .....	1,363,560		909,358	
Train miles run .....	1,905,233		1,926,254	
Receipts per train mile .....	6	d.	4	d.
Expenses per train mile .....	10	54	8	21
Net profit per train mile .....	5	34	4	64
Fixed charges .....	5	24	3	71
Profits available for ordinary stockholders .....	£192,904		£128,073	
	315,296		77,116	

The following shows the dividends paid during the last six years:

Year.	Central Argentine.		Buenos Ayres and Rosario.	
	£	s. d.	£	s. d.
1893 .....	1	0 0		
1894 .....	1	1 2		
1895 .....	2	1 2	1	1 2
1896 .....	3	1 4	2	0 0
1897 .....	1	3 4	3	0 0
1898 .....	4	1 4	2	1 2
Average for six years .....	2	1 8	1	16 7

#### BUENOS AYRES ELECTRIC TRAMWAYS, FLORES AND BELGRANO LINE.

This line starts from the corner of Calle Callao and Cordoba, and bifurcates after arriving at the termination of the latter, one line running northward to Belgrano, and the other in a southerly direction to Flores, and thence to the new slaughterhouse. No scheme has ever been devised that will have a more beneficial effect on the suburbs, as the whole of the line runs through the highest land in the neighborhood of the town, opening up perhaps the best residential districts of the city.

It has been a subject of complaint among residents that no means of communication exist between Flores and Belgrano, for at present it is a Sabbath day's journey to get from one suburb to the other, and social intercourse between the inhabitants of those places is practically nil. This new line will remove this standing grievance, as the time occupied on the trip will be comparatively insignificant. The prolongation to the slaughter yards gives great importance to the Flores line, as the amount of meat brought into town every day is a much more important item than is generally believed. The line is practically completed and the electric cars are running. All the material



is of American manufacture, the electrical apparatus being supplied by the New York General Electric Company. The cars, which are the best that can be built, are all fitted with electric brakes which have proved such a success on the Belgrano tramway.

## LUMBER.

The import of lumber for the years 1897 and 1898 was as follows:

	1897.		1898.	
	<i>Cubic meters.</i>	<i>Cubic feet.</i>	<i>Cubic meters.</i>	<i>Cubic feet.</i>
White pine.....	57,047	2,014,706	74,709	2,638,468
Spruce.....	104,149	3,678,189	116,652	4,119,752
Pitch pine.....	98,989	3,495,249	127,848	4,514,980
Oak.....	31,902	1,127,023	28,023	801,640
Walnut.....	875,902	13,254,391	435,581	4,688,594

For first six months of 1898 and 1899, it was:

	1898.		1899.	
	<i>Cubic meters.</i>	<i>Cubic feet.</i>	<i>Cubic meters.</i>	<i>Cubic feet.</i>
White pine.....	15,987	705,873	23,089	815,425
Spruce.....	87,607	3,098,981	65,383	2,309,282
Pitch pine.....	103,903	3,669,501	127,213	4,563,364
Oak.....	707	7,610	279	3,003
Walnut.....	2,192	23,595	4,768	51,822

## WOOD.

The export of Quebracho wood, in 1897, amounted to 114,000 tons; in 1898, to 188,260 tons; and for the first six months of 1899, to 91,154 tons. A large quantity of this wood finds its way to the United States.

## AREA AND POPULATION.

The area of this consular district is the same as last year. The population of Buenos Ayres on January 1, 1898, amounted to 730,484, and on June 30, 1899, to 777,998. The increase of population is due to immigration and the decrease in mortality, to improvements in sanitary regulations.

## KEROSENE.

Kerosene was imported in 1898 to the amount of 234,613 hectoliters (6,193,783 gallons); in 1899, first six months, 138,275 hectoliters (3,650,460 gallons).

## OCEAN TRANSPORTATION.

According to statistics just published, there is a trade worth \$113,080,000 a year going on between the United States and the east coast of South America. If the time on the steamers between New York and Buenos Ayres could be reduced from a month to seventeen days, business would be materially aided. The lines between New

York and Buenos Ayres are all English, and they are so slow that it takes thirty days to make the actual voyage, and they are so far apart that replies from cable orders are uncertain. There is a steamer from Europe to Buenos Ayres almost every day in the month, and one can leave Buenos Ayres for Europe nearly every day. The steamships which go to Europe are much finer than those which go to United States, so much better, indeed, that passengers to New York often go there by the way of Liverpool or Southampton, rather than direct. The fare is not much more and the time not much longer, although the distance via Liverpool is greater by more than 3,000 miles.

#### COMPRESSED FORAGE.

The alfalfa baling establishment at Las Rosas, on the Central Argentine Railway line, is on an entirely new system. This manufactory turns out bales  $20\frac{1}{2}$  by 17 by  $14\frac{1}{2}$  compressed to the density of 70 cubic feet to the ton, composed of the very best chopped alfalfa from the district of Las Rosas, known as the finest lucerne in the Republic. Each bale weighs 80 pounds, therefore requiring the minimum amount of storage room. Before being baled, the alfalfa is passed through large steaming cylinders at a pressure of 40 pounds per square inch. This enables it to be pressed harder and also to be kept sweet for any length of time, besides killing all bad germs. The special advantages of this system for cattle shippers, tramway companies, etc., are: (1) No waste in feeding. It can be supplied like grain in troughs. (2) Better nourishment for animals. (3) Small storage room required. (4) No waste through spoiling. (5) An assured uniform quality. The works employ 30 men, 1 engine of 90 horsepower, 2 chaff cutters, 1 press, 1 steam cylinder, 1 steam boiler, and have a capacity of 100 tons alfalfa per week.

#### BUENOS AYRES SANITARY ADMINISTRATION AND PUBLIC ASSISTANCE.

The sanitary administration and public assistance can not be better anywhere; it constitutes a municipal department, and its jurisdiction extends over all the territory of the federal capital.

The sanitary administration comprises the following services:

(a) Technical inspection of the services of public sanitary arrangements.

(b) Inspection of the slaughterhouses, piggeries, markets, etc.

(c) Suburban inspection of contagious diseases.

(d) Services of disinfection in private houses as well as in stations *ad hoc*.

(e) Chemical analysis, bacteriological and meteorological observations in relation with suburban sanitary arrangements.

(f) Vaccination antismallpox.

(g) Vaccination antihydrophobia.

The public assistance comprises the following services:

(a) Hospital assistance.

(b) Medical assistance in residence.

(c) Medical assistance in consultations.

(d) Assistance to lunatics.

(e) Dispatch of medicine to the sick poor.

(f) Service of post-mortem examinations for those that die without medical assistance.

(g) Assistance to children, old people, poor invalids, destitute vagrants, etc.

(h) Asylum of refuge for persons who live in an unhealthful or infectious center, or who must be moved in the case of epidemic.

(i) A central train of ambulances for the conveyance of sick, wounded, etc., to the charitable institutions.

(j) Transport of material for the wounded and means of giving first help in case of accidents.

(k) School for male and female nurses and for first help.

(l) Assistance at births.

The gratuitous services which the public assistance renders are only to the indigent who find themselves in circumstances which make it impossible for them to obtain the necessities of life.

In order to have the right to gratuitous services, it is essential to be living in the municipality of the capital, and to present to the general direction a certificate of poverty, signed by the priest, commissary, or president of the sanitary commission of the parish in which the party interested resides.

The directors of the hospitals, the doctors of public assistance, as well as the ministers or consuls of their respective nationalities, can issue certificates of poverty of a provisional character.

With this document, the party interested must apply at the public assistance office from 8 to 11 a. m. or from 2 to 5 p. m., where the employee in charge of the register of the poor will take note of his name, age, nationality, state, etc., and the name of the authority who may have given him the provisional certificate, in order to establish responsibility in the case, should the poverty of the candidate not be proved.

This certificate will serve only for the sickness from which the party suffered when he solicited gratuitous services. A new certificate must be asked for should the party suffer from any other infirmity.

In cases of urgency, the nearest doctor belonging to the public assistance may be called without having the requisite certificate, but it must be taken out and shown to the doctor on his second visit. Should the house of the sick person be far from the central office, he can call a doctor by means of a provisional certificate signed by the priest, commissary, or consul, obtaining afterwards the definite document from the register of the poor for the second visit of the doctor.

Persons suffering from diseases of the eyes, who are unable to go to the central office, can ask the public assistance to send an oculist to their residence.

In cases of confinements and their consequent sicknesses, midwives may be asked for, to be sent to the house by the doctor in charge of this specialty, giving advice at all hours, day and night.

The public assistance intervenes in cases where death has occurred without medical aid—that is to say, if no doctor has attended the person previous to his demise—but a doctor must in all cases give a certificate of the cause of death of those whom he may have attended.

When a person has died without having had medical assistance, and there is any question that death may have been due to a crime, suicide, or some accident, the police and its medical staff can intervene, but should the death have been natural, the owners, relations, or friends can obtain the body after having given details and the situation where the body was found.

## HOSPITALS.

The permanent medical service of the central office is charged with distributing the sick among the various hospitals. No person can be sent direct to any of the hospitals except in case of urgency. Other cases require a doctor's certificate, giving the circumstances of the patient.

Patients from the camp may be admitted as boarders, and have to pay \$15 monthly. For the conveyance of the sick or of persons hurt by accident, the public assistance has at its disposal a service of coaches.

## TECHNICAL INSPECTION OF HEALTH.

The technical inspection of health, dependent on the sanitary administration, has in its charge the supervision of the state of health of cattle about to be killed in the slaughterhouse, to see that they are not too thin, and that they do not suffer from blows or contusions. All these carcasses are withdrawn from consumption and are destroyed with a mixture of tar and phenic acid.

The cattle which are healthy and are sent to the markets and butcher shops carry a special stamp put upon them by the veterinary inspector.

This office also has jurisdiction in the markets, butcher shops, meat, fruit, and vegetable stalls, to see that they are kept clean. It specially sees that the meat and fish be fresh and not tainted or rotten, that the fruit be in season and in good condition, that the vegetables be eatable without detriment to health, etc.

The milk shops also are under its custody, principally in what relates to the health of the cows, to the food and water with which they are supplied, to the pureness of the milk which is served, and to the state of cleanliness of the establishment.

Common lodging houses, stables, incommodious, dangerous, and unhealthy industrial establishments, etc., are particularly subject to inspection. This office also takes measures for the prevention of spreading of infectious diseases, in trying to investigate their origin and dissemination, and indicates the best means to combat transmission or contagion.

Besides, it oversees the general health of the municipality, and studies and reports on all matters of this nature with which it is commissioned.

## OBLIGATORY DISINFECTION AND VACCINATION.

Disinfection is obligatory in all localities which contagious diseases have affected. The houses of the poor are disinfected gratuitously.

The work of disinfection is done by employees of the public assistance. Disinfection will be carried out during the whole time the sickness lasts, and any active resistance will not only meet with the penalty of a fine of \$100, but the police will have the right to remove the patient and disinfect the house instantly.

Obligatory disinfection applies to the following diseases: Cholera, yellow fever, smallpox, diphtheria, scarlatina, typhoid fever, measles, and consumption.

The ordinance as to obligatory vaccination reads:

ARTICLE 1. Vaccination is declared obligatory throughout the municipality of the capital, and must be effected within the first six months after birth.

ART. 3. Revaccination, which will be effected every ten years, is declared obligatory, and, if it is possible, at the same time in which the general census of the population is being taken.

ART. 7. The fathers, mothers, or trustees of children, or individuals who do not comply with the obligations of this ordinance, will be punished with pecuniary penalty of \$10, paper, for the first infraction, and of \$20 for all succeeding infractions, without prejudice of complying with what is prescribed in the present.

NOTE.—The animal vaccine which is actually employed is administered gratuitously every day from 12 to 4 p. m., in the municipal office. It is indispensable that the children vaccinated be presented eight days afterwards at the administration to be examined as to the effect produced; without this, no certificate will be given, and the children without such will not be admitted in the schools.

The public assistance has an office in the same locality, where vaccination against smallpox is practiced. This should be done every eight years.

#### PASTEUR LABORATORY.

This is situated in the center of the city, and is destined to treat persons bitten by mad dogs. No charge for attendance is made to the poor.

The director indicates to the persons interested the form and conditions of the treatment, the day and hour of the inoculations, etc.

The charges are \$20, \$50 or \$100, paper, according to the treatment required.

#### WARD FOR URGENT CASES AND OPERATIONS.

The public assistance has a service of urgency in the central house, as well as in the hospital. This service is destined to render first help in cases of accidents or wounds received on the public thoroughfare, for which it is only necessary to advise by telephone, personally, or by the commissary, the central house or nearest hospital.

Each of the above establishments has all the appliances necessary for the conveyance of the victims.

#### NOTES ON THE PORT OF BUENOS AYRES.

*Roads and channels.*—Ships often ground before reaching port, as the water falls rapidly with north and northwest winds, which are very prevalent.

The south channel is said to have 18 feet of water and the north channel 21 feet at ordinary low water. This depth can not be depended upon, as with the above-mentioned winds the water will be found to be much less in depth. Even with continuous dredging, the channels silt up.

Ships over 21 feet draft often have to wait many days for sufficient water to enter or leave. There are projects before the Government to improve these channels, which may some day be carried out. Dredging alone can not effect it. The deepening of the channels is much to be desired, so that full advantage of the fine docks may be obtained by the shipowners. The docks having a depth of 23 feet, the channels should have a similar depth.

A little over twenty years ago, the Boca could receive only lighters with cargo from the roads. The south channel was then begun with a depth of 14 feet, and it has been gradually deepened to 17 or 18 feet at low water.

Until 1889-90, cargo and passengers landed at the old mole and beach at the part of the harbor between No. 3 and No. 4 docks. Passengers were conveyed by steam tender from the roads, and were then transferred into small boats. Owing to the low water preventing the boats from reaching the mole, passengers were often obliged to use horse carts in order to reach it.

No. 1 dock has a commodious wharf on the east side for shipping live stock, and No. 4 dock is being provided on the east side with similar accommodation.

All the docks have large warehouses with hydraulic cranes on the quays on the west side, and electric lights to facilitate night work.

The bridges and dock gates are worked by hydraulic power.

The south basin, on the west side, has good warehouses, alongside which are berthed the river steamers, to which two lines of tram cars run from the city.

The north basin would be more convenient for the river passenger steamers, but owing to the heavy swell that rolls into it when strong east winds prevail, it can not be utilized for this purpose. Doubtless, this will be remedied by the entrance being protected by the construction of a breakwater or by some other method. The docks and basins are all connected with the various railways for cargo. The north basin has a 30-ton crane.

*Description of docks.*

Dock.	Length.		Breadth.		Depth.		Breadth entrance.	
	Meters.	Feet.	Meters.	Feet.	Feet.	In.	Meters.	Feet.
1.....	570	1,870	160	525	23	9	20	66
2.....	570	1,870	160	525	23	9	20	66
3.....	690	2,263	160	525	23	9	20	66
4.....	690	2,066	160	525	23	9	20	66

*Boca and Barracas.*—This section of the port commences at the west corner of the south basin, and has quays on its north side as far as Barracas bridge. Abreast of the quays are large warehouses and deposits for timber (foreign and native), coal, iron, etc.; also steam sawmills. On this side, besides the various foreign cargoes being discharged, are to be found a large coasting fleet of steamers and sailing craft engaged in discharging lime, sandstone, charcoal, timber, Rio Negro salt, wool, grain, hides, bones, tallow, etc., which they have carried coastwise. This side of the harbor through most of its length is in connection with the docks and the interior by railways. It has a line of tramways along the quays, carrying both passengers and cargo. The south side near the entrance, adjoining south dock in construction, has a large engineering and ship-repairing yard. A grain elevator is on the wharf of the Great Southern Railway Company, and for a mile farther there are various shipbuilding and repairing works and timber deposits. A little below the Barracas bridge stands the great central produce market, one of the largest in the world. It is connected with the principal railways and by water with the harbor and shipping. Above Barracas bridge is a large frozen-meat establishment, which is also connected by rail and lighters with the shipping.

*Dock sud.*—The south dock was commenced some years ago, but work has been suspended for a long time. There is, however, a pros-

pect of work being resumed very shortly, as the concern has recently been sold to an English company. This ought to be a valuable export dock for produce from the south and west, as it will be easy of access to the railways that dominate those districts.

#### SANITARY VISIT.

The following regulations, dictated by the national health board on May 13, 1898, although subject to alteration at any moment, are still in force:

First. Vessels arriving from clean ports will be visited by the port sanitary inspection medical officer at the basin or in dock, in accordance with the maritime sanitary rules.

Second. Vessels arriving from or having called at Brazil will be visited, from May to September, at the basin or in dock by the medical officer of the port sanitary inspection.

Third. If there is no infectious diseases on board such vessels free pratique will be given, and the first and second class passengers will be allowed to land, provided they register their address. The third-class passengers are to be landed after disinfection. If the vessel has an Argentine sanitary guard on board, pratique will be given upon the shore officer receiving the report of said guard.

Fourth. In case of infectious disease on board, those suffering from the same will be sent to a lazarette, but the first and second class passengers are to be allowed to land after disinfection of their luggage and provided they register their address. The luggage of third-class passengers is to be sent to the lazarette of Martin Garcia Island.

Fifth. Cargo ships with no passengers on board will be directed immediately on arrival to their proper berths, where the pratique officer will visit them.

Sixth. Vessels with passengers and immigrants entering port by the Southern Channel will go alongside the western side of the northern head of the south basin until they receive the sanitary visit of the maritime prefecture, the custom-house visit, and the visit from the immigration department.

Seventh. Vessels under the conditions of the preceding clause which enter by the Northern Channel will go alongside the western section at the northern head of Dock No. 4 to await the visits.

Eighth. Captains of vessels calling for orders will receive from the maritime prefecture the necessary authority to land to receive their orders, and the pratique visit will be paid to the ship on arrival at destination.

#### PORT AND MOLE DUES.

For the year 1899, the following dues are imposed on merchant vessels:

##### ARTICLE 1. Clause 1. Entrance dues.

- (a) Vessels of 3 to 50 tons register, 4 cents per ton.
- (b) Vessels of 51 to 100 tons, 5 cents per ton.
- (c) Vessels of 101 to 150 tons, 10 cents per ton.
- (d) Vessels above 150 tons, 15 cents per ton.
- (e) Vessels entering in ballast will pay half the above tariff, provided they leave in ballast.

(f) Sailing vessels and steamers exclusively engaged in the coasting trade will pay 1 cent up to 100 tons carrying capacity, and 2 cents when the carrying capacity exceeds 100 tons.

(g) Coasting vessels with two or more Argentine seamen in their crew list will pay three-fourths of a cent per ton up to 100 tons capacity, and 1 cent when the capacity is exceeded.

(h) Sailing vessels and steamers engaged in over-sea trade reentering the port of Buenos Ayres to complete loading, arriving from up-river ports, will pay the same entrance dues as coasting vessels.

##### Clause 2. Permanency, sanitary service, and light.

(a) All vessels at anchor in the port will pay 5 cents per day for every 10 tons or fraction of 10 tons.

(b) Barges or pontoons engaged in the transport service within the port will pay half that tariff.

(c) Coast vessels will pay one-quarter of that tariff.

(d) Coasting vessels having on board permanently two or more Argentine seamen as part of the crew will pay half a cent for every 10 tons or fraction thereof.

(e) Vessels leaving the port to complete loading in the outer road are subjected to these dues.

(f) Small craft under the Argentine flag, entering the port with cargo for larger vessels in docks or basins, and transferring their cargo directly to the larger vessels, are exempt from the permanency dues. The small craft whose cargo is not immediately directed to a determined large vessel will enjoy the benefits of exemption for a period of three days.

Clause 3. Mole dues.

(a) Vessels occupying a mole in the extent of their length will pay, besides the permanency dues, 10 cents per day for every 10 tons or fraction of 10 tons.

(b) Vessels in a perpendicular or oblique position to the mole, as well as those fastened to other vessels occupying the mole in their whole length, and which are engaged in loading or discharging operations, making use of the mole, will pay 5 cents, provided there is no mole available.

(c) Coasting vessels will pay one-quarter of the tariff, and, if they carry permanently two or more Argentine seamen as part of their crew, they will pay half a cent for every 10 tons.

ART. 2. The following are exempted from the payment of the above-mentioned dues:

(a) Seagoing vessels entering port seeking shelter, provided they do not effect any operation of loading or unloading.

(b) Small craft during the period of a storm in the bay.

(c) Vessels entering shipyards or careening dock for careening purposes, during the period of operations.

ART. 3. All craft for the service of the port, such as steam tugs, steam launches, and boats, will pay the license provided for in the law relating to the matter in substitution for the entrance and permanency dues.

ART. 4. Vessels making use of the careening docks will pay the following dues: Entrance dues: For the first 500 tons, \$50 gold; for every 250 extra tons, \$10 gold. Permanency dues, per day and per ton: Upon the first 500 tons, first day, 18 cents; subsequent day, 9 cents; upon next 250 tons, first day, 16 cents; subsequent day, 8 cents; upon next 250 tons, first day, 14 cents; subsequent day, 7 cents; upon next 250 tons, first day, 12 cents; subsequent day, 6 cents; exceeding 125 tons, first day, 10 cents, subsequent day, 5 cents.

The fractions of tons will be reckoned as tons, and vessels under 500 tons will pay the entrance and permanency dues as if they were of 500 tons, excepting the case when two or more vessels enter at the same time and their aggregate measurement exceeds 500 tons, in which case the dues will be proportionately distributed according to their respective tonnage. When the interested parties desire to work at night time, they will make it known to the movement office, paying for that service 4 cents gold per register ton and per night. The foregoing tariff is reckoned from the time the dock gate is closed until the vessels have left dock, fractions of days being reckoned as whole days.

The executive power can increase or decrease the above tariff to the extent of 25 per cent when it is considered necessary to do so under special circumstances.

ART. 5. Sailing vessels or steamers leaving port without having paid the dues will be fined 50 per cent of the dues besides paying the dues, the payment of which is to be made by the agency or consignee of the vessel, the necessary action to be taken against them by the ordinary means established in the customs ordinances.

ART. 6. Twenty-four hours without charge is allowed for vessels to leave port after being cleared from custom-house, excepting in case of want of water, when the period is extended until there is sufficient depth of water to enable them to proceed.

ART. 7. Vessels occupying national moles other than those of the port of the capital will pay half the tariff established in clause 3 of article 1 in the respective cases.

ART. 8. All vessels arriving at any port not being that of the capital will pay an anchorage due of 1 cent national money per ton, with the exception of those exclusively engaged in the coasting trade, which will pay only 5 cents.

NOTE.—The above tariff is in gold. The dues can be paid in gold or in paper at the rate of exchange fixed by the finance office for the day.

#### NAVIGATION.

*Port of La Plata.*—This is the port of the capital of the province of Buenos Ayres. It is in a direct line 25 miles east-southeast of Buenos Ayres, but following the channels the distance is over 30 miles. The



depth of water at the entrance of the moles is about 23 feet and in the Grand Dock 22 feet at ordinary low water. The distance from the mole head to the entrance of the dock is  $3\frac{1}{4}$  miles south by west in a direct line. The dock is without gates, and a steamer can steam in direct to her berth or proceed to the head of the dock, where it is much wider, for the purpose of turning round. Various English coal companies have their depots there. An ordinary day's work with them is 550 tons; if required, they can give 1,000 tons dispatch per day to a vessel. Steamers carry coal to the ocean steamers in Buenos Ayres roads or port. On both sides of the Grand Dock are spacious warehouses and hydraulic cranes, and also in the Rio Santiago, which is a section of the port. The mail steamers now make their run here, instead of to Buenos Ayres, owing to having the advantage in La Plata of 3 feet more water. Passengers embark and disembark with ease, the railway station being on the dock side.

Three hundred and eight steamers and 15 sailing vessels entered port during 1898 for freight and coastwise business, with an aggregate registered tonnage of 645,771 tons, which shows a slight increase in trade against 1897.

*Exports from La Plata in 1898.*

Cereals and produce .....	tons..	104, 073
Live stock:		
Steers .....	number..	29, 384
Sheep .....	do....	116, 339
Horses .....	do....	1, 597

MOVEMENTS OF VESSELS AT THE PORT OF BUENOS AYRES DURING THE YEAR 1898.

The following will show the arrivals and departures of steamers and sailing vessels for the year 1898 at this port:

Ocean-going steamers, 889, of 1,450,561 tons register. Of these steamers, 535 were English, 79 French, 120 German, 59 Italian, 15 Norwegian, 51 Argentine, 9 Uruguayan, 5 Brazilian, 2 Dutch, 4 Belgian, 3 Danish, 5 Austrian, 1 Portuguese, and 1 Russian.

During the same period 394 sailing vessels of 283,216 tons entered this port. According to flag they were classed as follows: English, 125; French, 4; German, 15; Norwegian, 81; Danish, 9; Italian, 81; Austrian, 4; Uruguayan, 7; Argentine, 12; Portuguese, 2; Russian, 3; Brazilian, 3; Dutch, 2; Spanish, 5; United States, 41.

There are in this consular district nine more ports of entry, which I fully described in my report for 1897.<sup>1</sup>

The following are the principal exports from the port of Buenos Ayres during the year 1898:

Wheat.	Birdseed.	Dry hides.
Flour.	Potatoes.	Frozen beef.
Maize.	Wool.	Preserved beef.
Barley.	Horsehair.	Sugar.
Linseed.	Tallow.	Skins.
Linseed cake.	Grease.	Feathers.
Bran.	Sheep.	Jerked beef.
Hay.	Quebracho wood.	Extract of beef.
Horses.	Quebracho extract.	Preserved tongues.
Mules.	Bone ash.	Butter.
Asses.	Bones.	Chicharrones.
Cattle.	Horns.	Refuse of melted fat.
Turnip seed.	Salt hides.	

The following are the principal imports to the port of Buenos Ayres during the year 1898:

Coal.	Chain and cables.	Italian marble.
Iron.	Cadiz salt.	Millstones.
Portland cement.	Spirits.	Railway wagons.
Kerosene.	Wines.	Railway carriages.
Oils.	Groceries.	Rails.
Oregon pine.	Woolens.	Tram cars.
Pitch pine.	Cottons.	Steam launches.
White pine.	Hardware.	Iron lighters.
Spruce.	Cutlery.	Fine-blood live stock.
Karri wood.	Paper.	Bicycles.
Canvas.	Crockery.	Horses.
Rope.	Articles of luxury.	Hosiery.
Draperies.	Objects of art.	Hats.
Glass.	Engines.	Gloves.
Glassware.	Agricultural machinery.	Agricultural implements.
Electric appliances.	Ink.	Race horses
Tar.	Furniture.	Cattle.
Anchor.	Carriages.	Sheep.
Pitch.	French tiles.	Minerals.

#### INFORMATION FOR CAPTAINS OF VESSELS MAKING THEIR FIRST VOYAGE TO BUENOS AYRES.

*On pilotage.*—Pilots are often met cruising as far down as Cape Santa Maria. Should you not have picked one up when you are nearing the Point Indio light-ship, you will find a pilot steamer always at anchor, which will supply you with one. She flies a pilot flag by day and exhibits three bright lights at night, and is anchored about 3 miles to the northeastward of the light-ship.

*The roads.*—In the roads you will await the arrival of two tug-boats and a pilot. Vessels usually enter the port by the south channel. One tug goes ahead, the other astern, to assist in turning or stopping when required. A sailing vessel is required by law to have also a stream anchor and rope hung to the stern, to let go if necessary. This and the stern tug must be strictly observed, or otherwise, in case of collision you would be held at once to be in fault. Should you enter by the north channel, the same regulations as to pilots and tugs must be observed, and you are recommended to be prepared to act promptly for the safe navigation of your vessel, as misunderstandings may occur from your not being familiar with the language of the pilot nor he with yours.

*Doctor's visit.*—If your papers are in order, and you do not come from a port declared to be infected by the Argentine sanitary authorities, and have no sickness on board, you will be brought into the south basin or dock to receive the doctor's visit, and then ordered to a berth in the boca, basin or dock, as required. In the event of having sickness on board you must await the sanitary visit in the roads.

*Agency.*—If you are not consigned, you will find numerous English ship brokers to enter your vessel at the custom-house.

*Manifest.*—A custom-house officer will proceed on board to receive the manifest of the cargo which you bring. You will give him, in writing, a note of any cargo jettisoned, also of any overcarried cargo, with the number of packages, and, if possible, their marks and numbers. Be careful to send your agents on arrival an exact list of such overcarried cargo, and a note of any additional packages that may turn up during discharge, or any change in your first note to them.

*Store lists.*—All provisions, deck and engine stores must be declared, and it is important that the list contain exact weight and be correct; otherwise heavy fines may be incurred.

*Consulate.*—When you pay your official visit you will be informed that a British hospital and sailor's home exist. By subscribing \$1 gold if a steamer, and \$2 gold if a sailing vessel, for each member of the crew, you are entitled to free medical assistance (in the hospital) during the time your vessel may remain in port.

*Sanitary inspection.*—You must caution your chief officer to be most particular, so as to avoid fines and trouble, that the crew's quarters and closets are kept perfectly clean.

No rubbish must be thrown overboard when in port, as vessels are heavily fined by the port authorities for doing so. The rubbish will be collected by a pontoon sent alongside daily by the sanitary authorities.

*Scraping and painting.*—Before doing this, your agent must take out a permit; otherwise you are liable to a heavy fine.

*Night watchman.*—As harbor thieves are numerous, you are advised to keep a good night watch. Do not employ a watchman who can not be recommended by your agent.

*Ship's business.*—You will find that you can employ English-speaking people for ship repairs, supplies, stevedoring, cattle fittings, pilots, etc., and numerous tradesmen in every branch exist, whose places of business are of easy access to you by taking one or other of the numerous tram cars that run all over the city. You are strongly recommended not to make any contracts until you have had a look round on shore.

*Crew list.*—On arrival, you will give a copy of your original crew list and never your original, as it takes a great deal of trouble to get it back again. Should it be discovered that you have substituted one man for another, or if the number of the crew does not agree with that in the list handed in on arrival, you will be liable to serious fines.

#### PATENT LAWS.

Last year (1898) the patent office was transferred from the ministry of the interior, and is now a dependency of the ministry of commerce and agriculture.

The patent laws of the Argentine Republic at present in force were promulgated October 11, 1864, and fully reported by me in my report for 1897.

In order to save time and expense to American inventors, I give the documents required to obtain a patent in the Argentine Republic.

A power of attorney, in Spanish, drawn up by a notary or before the Argentine consul of the locality, having in any case to be legalized by last-named officer.

The following is the usual form:

En la Ciudad de (name of city), a (day of the month), de (year), ante mi, el notario publico de ella, Don (notary's name), y los testigos al final firmados, comparecio Don (inventor's name), de profesion (give profession), domiciliado en (give full address) de mi conocimiento, de que doy fe, y declaro:

Que por el presente, y en la via y forma que mas haga lugar en derecho, da y confiere poder especial a amplio a favor de Don ———, vecino de la Ciudad de Buenos Aires, Capital de la Republica Argentina, domiciliado en la Calle (blank), No. —, para que en su nombre y representacion solicite de las Autoridades Nacional es que corre-

spondan, y en las formas exigidas por las leyes vigentes en la referida Republica, el registro y certificado, o revalidacion (the latter in case of a ratification of a foreign patent) de su patente de invencion denominada (give full title in Spanish or leave in blank), pudiendo dicho apoderado hacer y presentar las solicitudes peticiones, juramentos, escritos, apelaciones, protestas, actas, y pago o percibo de los derechos que correspondiesen. Y por ultimo para que haga y practique todas la demas diligencias, actas y gestiones que estime conveniente, aunque aqui no vayan expresadas, haciendo valer sus derechos por todos los grados y instancias que las Leyes le permita, con facultad de sustituir, revocar sustitutos y nombrar otros de nuevo, obligandose a tener por firme y valido todo cuanto en virtud del presente instrumento se hiciere y practicase.

En su testimonio asi no declaro y otorgo y firmo previa lectura en que se ratifico, con los testigos presentes, Don (witness), mayores de edad de esta vecindad, y a quienes conozco, de que doy fe. (Signatures and legalization follow.)

If a new patent is being applied for, not yet registered in a foreign country, a sworn declaration to that effect, duly attested and legalized, must be sent here.

If it is a patent already granted in a foreign country, then it must be applied for in the Argentine Republic as a ratification of the foreign patent, and a duly legalized official copy of the corresponding patent office certificate, specifications, and plans (in Spanish preferably) must be sent here.

Two copies of the specification (also in Spanish, if possible, to avoid expensive translation) are required, and two sets of drawings to metrical scale, which must be mentioned. (The patent office prefers one of the plans to be made on transparent tracing cloth, so that ferrocyanide sun copies may be taken.)

A remittance must accompany the application to cover expenses and commission.

#### TRADE-MARKS.

The trade-mark office is now a dependency of the ministry of commerce and agriculture, having been, until last year, under the ministry of the interior.

With a few unimportant alterations, the Chamber of Deputies sanctioned the project submitted last year (1898), reforming the trade-mark law; but the senate has, apparently and properly, considered the matter too serious to rush it through without the due consideration and deep study it deserves.

The project as it stands at present, approved by the deputies, contains very grave defects, one of the principal ones being that foreign manufacturers who have not registered their marks in this Republic are left defenseless and powerless to upset any registration effected by some enterprising home manufacturer of "industrias del pais." In this connection, article 72 of the projected law says: "Marks granted in this Republic within the four months subsequent to the sanctioning of this law, may be annulled if, before the expiration of said term, application be made in due form for the registration of a foreign mark identical or similar to same, granted previously to the applicant by a competent authority."

If the law should be passed as it stands, foreign manufacturers contemplating embarking in business with Argentina are hereby strongly advised to register without any further loss of time.

## REVENUE.

*Argentine revenue for the year 1898.*

[In paper.]

Alcohol.....	\$7,543,713	Central Northern Railway..	\$1,514,408
Beer.....	715,365	Andine Railway.....	995,838
Matches.....	1,735,638	Funes-Chilecito Railway...	174,140
Insurance.....	373,711	Chumbicha Catamarca.....	37,329
Artificial wines.....	1,489,253	Consular dues.....	1,249
Cards.....	98,636	Property registry.....	22,500
Tobacco.....	8,331,340	Mortgage registry.....	18,750
Sugar.....	1,389,250	Banco Nacion (profits).....	2,000,000
City improvements.....	4,921,073	Port lands.....	2,000,000
Land tax (1898).....	1,837,129	Oils.....	151,758
Licenses.....	1,865,262	Hats.....	450,093
Stamp duty.....	5,502,981		218,970
Post-office.....	2,608,037	Interest of bonds law.....	15,070
Telegraphs.....	1,051,521		162,825
Port railway.....	153,611	Internal loan law.....	1,189
Yerbales.....	42,302		386
Lease and sale of lands.....	3,404,233		
Fines, etc.....	786,058	Total.....	49,613,886

[In gold.]

Imports.....	\$26,000,716	Consular dues.....	\$117,679
Exports.....	2,645,544	Province of Buenos Ayres..	1,753,920
Storage.....	930,842	Insurance.....	27,892
Port moles and docks.....	685,671	Fines, etc.....	16,832
Light-house.....	187,946	Lease and sale of land.....	79,424
Cranes.....	201,890	National bank law.....	208,500
Sanitary.....	29,073	Duty law.....	1,718,422
Statistics.....	236,754		
Interest of bonds.....	499,243	Total.....	35,320,347

## CONCLUDING REMARKS.

Revolution and disorder has apparently ceased in the Argentine Republic. For the past six years there has been peace and quiet. Political matters are solved without recourse to bayonets and bloodshed.

The question of national finance is now the all-absorbing topic.

The outlook for prosperity in the future can be considered hopeful and promising, and when steamship lines are once established between the United States and Buenos Ayres under the American flag, so that rates of freight will be fair, it will give all needed commercial facilities between this port and the United States and a large increase in trade and traffic will follow.

It will once more be observed that during the year 1898, as has been the case in many previous years, the flag of the United States does not figure in the tables of arrivals and departures of steamers.

No merchant or passenger steamer bearing the ensign of our country ever appears in Argentine waters. The steamers which come to this port from the United States are not regularly engaged in the trade but are "ocean tramps," chartered to bring cargoes of kerosene to the River Plate, and, as a rule, return from here to Liverpool, whence they make their return to Buenos Ayres. Thus they are of no possible assistance to American shippers seeking a market for their merchandise in the River Plate.

What is greatly needed here is a modification of the many formalities that hamper the importation of foreign goods under the Argentine custom-house regulations now in force.

We are also without any proper banking facilities with the Argentine Republic; all our exchange and commercial business continues to be

transacted through English banking houses, thus increasing the charges and complicating the settlement of balances.

D. MAYER, *Consul*.

BUENOS AYRES, *August 31, 1899.*

### FINANCES OF ARGENTINA.

As indicated in my annual report on the commerce and industries of my consular district for the year 1898 and first six months 1899, the question of finances is the absorbing topic of this country. The financial bills offered by the President yesterday, were:

The Senate and Chamber of Deputies of the Argentine nation sanction the following law:

ARTICLE 1. The nation will convert the whole of the issues of paper money for gold at the rate of 44 cents gold per \$1 in paper money.

ART. 2. The executive power will fix by decree, and with three months' notice, the date, manner, and form in which the previous article will come into force.

ART. 3. The executive power will form a metallic reserve, which will be called "conversion fund," dedicated exclusively to the service and guarantee of the conversion of paper money.

ART. 4. The following is set aside for the creation of the conversion fund:

(a) Five million gold dollars, which the national treasury is to pay in monthly quotas of \$100,000 gold.

(b) Five per cent of additional import duties.

(c) The profits of the Bank of the Nation.

(d) The annual proceeds of the liquidation of the National Bank after covering administrative expenses and the service of the bank's debt.

(e) The proceeds of the sale of the Andine and Toma Railway.

(f) The \$8,967,650 gold in national gold cedulas, which are the property of the nation.

(g) All other revenue set aside for that purpose in the budget.

ART. 5. All the revenues will be deposited in the Bank of the Nation, as follows:

(a) The monthly quotas of the five millions which are to be provided by the executive will commence immediately after the sanction of the present law.

(b) From the date of the promulgation of the present law, the additional import duties will be remitted daily by the different custom-houses to the Bank of the Nation or branches of same.

(c) The profits of the Bank of the Nation will be settled every six months by the same bank, converted into gold and passed to the credit of the "conversion fund."

(d) The balance of the proceeds of the liquidation of the National Bank will be settled and handed over yearly to the Bank of the Nation for conversion into gold.

(e) The \$8,967,650 gold in national cedulas will be negotiated with the National Hypothecary Bank and its proceeds handed over to the Bank of the Nation, at periods which may be agreed upon.

(f) The proceeds of the Andine and Toma railways when sold are to be handed over to the Bank of the Nation.

ART. 6. The Bank of the Nation will employ the money in the "conversion fund" exclusively in foreign exchange operations.

ART. 7. Pending the decree referred to in article 2, fixing the date and manner in which the conversion is to be carried out, the "conversion office" will deliver to any applicant paper money of legal tender against gold in the proportion of \$1 paper money for every 44 cents gold, and will return the gold received by that operation to any applicant in exchange for paper money at that equal rate.

ART. 8. The gold received by the conversion office in exchange for paper money can not be employed for any other purpose beyond that of converting paper money at the same rate, under penalty of direct personal responsibility of the members of the conversion office or the employees who consent to it.

ART. 9. All taxes paid to the nation can be so paid in paper money or gold at the rate fixed by this law.

ART. 10. Let it be published, etc.

The Senate and Chamber of Deputies of the Argentine nation sanction the following law:

ARTICLE 1. All properties received by the National Bank in payment of debts will

be sold by public auction within the period of three years from the date of the present law.

ART. 2. The sale will be made to the highest bidder and the price paid: One-sixth cash on signing the deed and the remainder in five hypothecary bills at one, two, three, four, and five years' date.

ART. 3. These bills will be indorsed by the National Bank and handed to the Bank of the Nation, which will possess the rights and privileges now enjoyed by the National Mortgage Bank in executing and collecting mortgages. The title-deeds of the properties sold are to be deposited with the Bank of the Nation until full payment of the bills.

ART. 4. At maturity and payment of each bill, the Bank of the Nation will convert the amount into gold and credit same to the conversion fund.

ART. 5. Let it be published, etc.

The Senate and Chamber of Deputies of the Argentine nation sanction the following law:

ARTICLE 1. The additional import duty established by law No. 3711 of September 22, 1898 (10 per cent), will be reduced to 9 per cent on the 1st of October next, to 8 per cent on the 1st of November, to 7 per cent on the 1st of December, to 6 per cent on the 1st of January, 1900, and to 5 per cent from the 1st of February onward.

ART. 2. All wages, pensions, etc., over \$100, payable by the administration in paper money, excepting those comprised in article 96 of the national constitution, will suffer a discount of 10 per cent from the 1st of October, 1899.

ART. 3. Let it be published, etc.

The Senate and Chamber of Deputies of the Argentine nation sanction the following law:

ARTICLE 1. The executive power will acquire from the Bank of the Nation the \$15,873,700 gold in internal 1891 loan bonds, of the law 2782, and which the bank withdrew from circulation in compliance with article 30 of the bank's organic law. These bonds will be paid for in cash gold or in bills at ninety days on Europe. The purchase price is to be 75 per cent of the bond's nominal value.

ART. 2. The bank will apply \$4,000,000 gold of the proceeds of that sale to gold capital account.

ART. 3. The executive power is hereby authorized to negotiate in the country or in foreign ports the bonds acquired from the Bank of the Nation in accordance with this law.

ART. 4. Let it be published, etc.

The public has been kept busy with projects for regulating the currency. No sooner were the evening papers out with the text of these projects than they were avidly snapped up to learn the new phase given to the country's finances. The President proposes that the paper money be converted at the rate of 44 cents gold for every dollar paper—a fixed, determined rate. Nothing is said in the message accompanying the bills of the sliding scale advocated in the message of May last. The country, according to these bills, has to repudiate 56 per cent of the value of its currency. The first consideration that will naturally suggest itself to the public is why 227 should have been selected as the equivalent in paper for gold when the conversion is decreed. The President explains that this rate has been arrived at by calculating the average rate at which the paper issues have been made in currency, bonds, as well as by consulting the movement of the gold premium since 1889 up to the present. The rate, therefore, has no relation whatsoever to what the country could pay to-day or at any stated time.

I have added up the resources to be applied to the conversion, with the following result:

	Gold.
General revenue, 4 years .....	\$5,000,000
5 per cent additional import duty, 4 years .....	20,000,000
Bank of the nation, 4 years .....	3,500,000
Andine Railway .....	6,000,000
National bonds .....	5,000,000
National Bank .....	8,000,000
Total .....	47,500,000

For the sake of clearness, I analyze above estimates. The treasury receives over \$100,000 gold every month, which would be \$5,000,000 gold in four years. The 10 per cent additional import duty will be \$10,000,000 per year; and as 5 per cent, or a moiety, is to be applied to conversion, this in four years should yield \$20,000,000. The Andine Railway may sell for the figure stated, though few believe it. The National Bank gives \$2,000,000 paper a year, or, say, \$3,500,000 gold in four years, if gold does not soar. There are \$7,000,000 of gold bonds, and, finally, the National Bank holds properties which are received in payment of debts to a value of \$38,000,000 paper, out of which it has to pay its debts, liquidation expenses, etc., and this remnant I calculate at \$8,000,000 gold, with the idea that at this figure the bank would have done well.

I have, therefore, arrived at the conclusion that if in the future the nation pays off its floating debt, makes no more deficits, and devotes every cent assigned to conversion, it will have at the end of the first four years \$47,500,000 gold to meet the debt of \$296,000,000 paper. This paper at 44 cents gold to the dollar would mean \$130,000,000 gold, so that it would take about eleven years of saving to arrive at the equilibrium. But of course it is to be borne in mind that the railway, the national bonds, and the National Bank would not be available in successive periods; so that it is all but impossible to say when the holder of the dollar will be able to collect his share in specie. The President, realizing this, omits all calculation as to when the conversion will be made, but specifies that the public shall receive three months' notice.

Naturally, if the gold supply were as unlimited as the paper, the price would be actually and definitely fixed, but as the paper is real and the gold imaginary, it means that the rate is fixed as a minimum but not as a maximum price of gold.

D. MAYER, *Consul*.

BUENOS AYRES, *September 1, 1899.*

#### TRADE IN 1899.

The following is the statement of foreign trade values in gold compared with those of the corresponding period in 1899, viz:

	Imports.	Exports.
First 9 months, 1898 .....	\$90,522,995	\$100,413,169
First 9 months, 1899 .....	87,670,936	117,617,789
Surplus in 1899 .....	7,147,941	17,204,629
Surplus in the first 9 months of 1898 over same period of 1897 .....	7,608,405	20,739,480

The volume of Argentina's foreign trade during the first nine months of the current year was \$205,288,734, and in the corresponding period of 1898, \$180,936,164, an increase of \$24,352,570, as against an increase for the first nine months of 1898 over same period of 1897 of \$28,386,885.

The foreign trade is consequently of a more substantial character every year. The larger exports in the two periods under review are accounted for by two successive good crops, the second being superior



in quantity to the first, while the heavier imports are attributed to a lower gold premium.

The balance of trade during the two corresponding periods stands as follows: First nine months of 1897, excess of export over import values, \$6,704,099; 1898, \$19,890,174; 1899, \$29,946,862. Which in itself explains the legitimate cause for the appreciation of the paper money.

Argentina's foreign trade for the period under review is composed as follows:

Countries.	Imports.	Exports.
Germany .....	\$10,024,011	\$17,582,597
West Indies .....	82,725	147,455
Belgium .....	7,062,092	15,850,832
Bolivia .....	58,886	299,758
Brazil .....	3,587,917	4,970,928
Chile .....	107,120	223,681
Spain .....	2,355,597	1,144,106
United States .....	10,800,826	4,788,713
France .....	8,394,605	21,637,098
Italy .....	10,666,610	2,805,844
Holland .....	107,365	1,287,739
Paraguay .....	1,119,770	137,169
Portugal .....	91,992	72,184
United Kingdom .....	32,761,595	15,546,384
Uruguay .....	378,758	2,904,192
Other countries .....	120,367	6,324,934
To ports of call .....		21,884,094
Total .....	87,670,986	117,617,798

The following comparative statement details the exports from Argentina:

Products.	First 9 months, 1899.	First 9 months, 1898.
Pastoral .....	\$64,417,884	\$60,425,607
Agricultural .....	50,357,104	37,089,507
Forest .....	1,471,127	1,826,868
Mineral .....	162,088	158,781
Game .....	526,888	281,499
Sundry .....	682,712	630,906
Total .....	117,617,798	100,413,169

The increase of \$17,204,629 is practically represented by \$13,000,000 in grain and \$4,000,000 in pastoral products. The returns relating to the import trade for the periods under review are detailed as follows:

Articles.	First 9 months, 1899.	First 9 months, 1898.
Live stock .....	\$1,558,610	\$1,682,978
Vegetable substance .....	9,556,412	10,348,840
Articles of drink .....	5,253,028	6,430,681
Textiles .....	30,410,086	26,074,743
Mineral and other oils .....	2,926,415	2,464,842
Chemical substances .....	2,506,991	2,318,605
Dyes .....	568,198	630,759
Lumber .....	5,452,988	4,142,816
Paper .....	2,262,621	2,264,777
Leather .....	877,557	727,551
Iron .....	13,135,802	13,085,059
Other metals .....	2,449,497	2,504,016
Stone, glass, etc .....	8,084,156	6,090,226
Sundries .....	2,608,575	1,507,107
Total .....	87,670,986	80,522,995

Articles of drink show a falling off, which would be a commendable feature if it were not for the fact that the local manufacture of an inferior article is taking their place, owing to prohibitive import duties.

The total imports from the United States in the year 1898 were \$11,129,065. The total imports for the first nine months of 1899 from the United States were, as stated above, \$10,800,826, showing a handsome gain thus far this year. What our business with Argentina will be when she will have a protective instead of a prohibitive tariff time only can tell, but I predict it will soon exceed that of Great Britain.

D. MAYER, *Consul.*

BUENOS AYRES, *November 8, 1899.*

### CONDITIONS IN ARGENTINA IN 1899.

#### BANKING.

The directors of the London and River Plate Bank, in their report for the past year, state that the net profits, after making ample allowance for bad and doubtful debts and deducting \$308,325 rebate of interest on bills not due, amount to \$1,252,140, including \$264,665 brought forward from last year. The directors recommend a dividend of 13 per cent, payable December 15, making, with the interim dividend paid in June last, a distribution of 20 per cent for the year, free of income tax, transferring to bank premises account \$50,000 in reduction of cost, and to pension and benevolent fund \$25,000, and carrying forward \$277,140. With reference to the depreciation in the Argentine paper currency, all liabilities payable in gold are represented by assets payable in gold.

The movement in the Bankers' Clearing House has been as follows:

	Gold.
1893.....	\$1,956,213,487
1894.....	4,456,900,324
1895.....	3,592,583,473
1896.....	3,526,891,508
1897.....	3,353,600,447
1898.....	3,751,406,535
1899.....	4,276,692,811
Total.....	24,914,288,585

#### BUENOS AYRES.

During 1899, the arrivals of ocean-going vessels at the port of Buenos Ayres numbered 1,680, with 2,838,714 tons register. In 1898 the arrivals numbered 1,138 vessels, with 2,110,856 tons.

The paving carried out in the city of Buenos Ayres during 1899 has been as follows: Granite with lime concrete, 165 squares; granite with Portland cement concrete, 35 squares; granite with sand foundation, 22 squares; wood paving, 69 squares; asphalt, 28 squares; total, 319 squares, of which 39 were constructed by the house owners and the remainder by the authorities. The price of the granite paving with concrete foundation has been from \$7.45 to \$10.98 paper currency per square meter (\$1 paper currency is equal to 44 cents gold), the

average being \$8.83. In 1897 this paving cost \$17.20, and in 1898, \$12.40. The cost of asphalt paving has been from \$14.50 to \$14.90 per square meter. Some of the contracts that have lately been signed for wood paving are at the rate of \$11 and \$11.50 per square meter.

There are 1,165 factories of various descriptions in the city of Buenos Ayres, and among them are to be found 184 liquor factories, 132 furniture makers, 69 carriage factories, 85 mechanic workshops, 25 tanneries, 11 distilleries, 19 beet factories, 23 tobacco factories, 7 chocolate factories, 23 alpargata factories, 47 hat factories, 21 weaving factories, 23 artificial stone factories, 34 mills, 59 foundries, 8 surgical instruments makers, 13 musical instrument makers. The number of hands employed in these factories is some 130,000, and the capital amounts to \$108,000,000 paper. If we take into consideration all the large factories in the country, we shall find that the number of hands employed is about 300,000, and the capital amounts to \$400,000,000 paper.

#### FOREIGN CAPITAL.

The foreign capital in the Argentine Republic is invested as follows:

	Gold.
Banks .....	\$35, 335, 701
Railways .....	475, 122, 085
Tramways .....	29, 970, 017
Land companies .....	24, 232, 974
Light companies .....	11, 656, 060
Various .....	35, 009, 875
Total .....	614, 322, 712

The General Company of Matches has a capital of \$2,000,000, paper currency, distributed between its factories in Barracas al Norte and Barracas al Sud, suburbs of this city. It gives employment to 1,330 persons, seven-tenths of whom are women and children. Its annual output is 180,000,000 boxes of matches. The machinery is of the very latest, and was manufactured by Messrs. Sulzer Brothers, of France.

#### EXPORTS.

The exports for the year 1899 were as follows:

Wheat.....	tons..	27, 913	Beef .....	tons..	5, 011
Maize .....	do...	108, 286	Hair .....	do....	26
Flax .....	do...	1, 771	Quebrache wood .....	do....	2, 314
Oats.....	do...	1, 102	Sheepskins .....	do....	4, 546
Barley .....	do...	29	Tallow .....	do....	353
Birdseed .....	do...	18	Wool .....	do....	417
Bran .....	do...	5, 415	Steers .....	number..	17, 078
Pollards .....	do...	882	Wethers .....	do....	70, 985
Flour .....	do...	390	Horses .....	do....	223
Hay.....	do...	9, 347	Mules .....	do....	75
Butter.....	do...	90			

D. MAYER, *Consul.*

BUENOS AYRES, *January 10, 1900.*

#### ROSARIO.

In accordance with instructions contained in Department circular dated July 10, I submit this brief report of the commerce and industries of my consular district for the year ending June 30, 1899.

I will premise what I shall be able to report by explaining that I find it impossible to obtain any separate statistical information in regard to either exports or imports from the local customs officials here, such compilations being made at Buenos Ayres (or La Plata) for the whole Republic. Such statements as I have been able to compile from various reliable sources I append.

My consular district embraces the provinces of Santa Fe, Santiago del Estero, Tucuman, Salta, Jujuy, Entre Rios, Corrientes, and Misiones, and the gobernaciones (territories) of Formosa and the Chaco, extending from 22° to 33° south latitude and being from 200 to 750 miles broad. Besides the Parana River, which runs the entire length of my district, five great affluents, viz, the Paraguay, Uruguay, Salado, Bermejo, and Pilcomayo, all large and navigable streams, besides many smaller tributaries, pass through this section. This great tract is formed of alluvial deposits, the washings from the Andes for ages, and the soil is fertile to an extraordinary degree, capable of producing, with intelligent and thorough tillage, a large proportion of the food supply of the world. Sugar cane, cotton, rice, and tobacco, all of exceptionally fine quality, may be grown, besides the fruits which are indigenous in the Tropics, while the broad alluvial plains of the valley of the Parana in the temperate zone are ideal for all agricultural pursuits. Up to within a comparatively short time, the business of wheat and maize growing received but scant attention, because the profits of the sheep and cattle industry were so large and so sure; and, with the large estancias of those days, the pastoral occupation was the more practicable. However, the frequent losses of stock by thieving forays of Indians and others, and by various malignant diseases, finally caused the subdivision of these large estancias and ushered in the day of the (comparatively) small farmer. To an American eye, accustomed to thorough work and the most painstaking economy in handling the crops, it is simply wonderful that the slipshod methods in vogue among the Argentine farmers should produce a tithe of wheat they do. The Italians and Swiss make the best farmers here, but it is seldom that anything like thorough tillage can be found. The exhibits which accompany this report show what has been done in the way of production for export within the past few years, but great as these figures seem, it is not a tithe of what could be done under a system of intelligent farming. The total area of what may fairly be termed the fertile region of Argentina is estimated at about 240,000,000 acres, of which there is in wheat about 10,000,000 acres, and in other cereals about 6,000,000 acres. If even one-half of this fertile land were to be sown in wheat, and produced a crop of, say, only 10 bushels to the acre, it would result in a harvest of 1,200,000,000 bushels. Even with the increased population necessary for its cultivation, fully 60 per cent (720,000,000 bushels) could be exported to help feed the world. The increasing population of the United States is gradually lessening the quantity of wheat our country has for export. On no other portion of the earth's surface is there so fine an opportunity to make up the deficiency of food supplies as in the Parana Valley.

#### EXPORTS AND IMPORTS.

In considering this report of the exports of Argentina, it is well to bear in mind that the live stock, frozen wethers, about three-fifths of

the wool (including all the finer grades), and about one-third of the cereals are from the Buenos Ayres district, while the hides, hair, skins, tallow, etc., are mostly from this. For the years 1897, 1898, and first half of 1899, the main exports from Argentina may be tabulated as follows:

Years.	Wheat.	Maize.	Linseed.	Wool.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Bales.</i>
1897 .....	94, 068	375, 646	168, 916	469, 451
1898 .....	683, 850	758, 236	154, 083	514, 778
1899, first half .....	1, 078, 819	207, 068	178, 344	287, 449

a Clip not yet on market.

There have also been exported in the first half of 1899:

Flour.....tons..	22, 396	Hides.....number..	1, 546, 917
Hay.....bales..	237, 450	Frozen wethers.....do....	1, 020, 998
Live steers.....number..	77, 141	Live sheep.....do....	365, 623

Of these exports, it is estimated that the United States has had, approximately, one-fourth of the wool (including the coarse Cordoba or carpet wool) and two-fifths of the hides, the remainder going to Europe, with the exception of the flour and hay, which goes mostly to Brazil. The tables annexed will give further details of quantities and destination of exports. A large proportion of the products of this district is stored at and shipped from Buenos Ayres.

In regard to imports, I have practically no statistical returns, and can only say, in general terms, that the importations of all manner of machinery, agricultural, electrical, and steam; vehicles of all classes, railway supplies, agricultural and mechanical implements, iron wire and sheathing, office appliances, paper, and manufactured goods in general, are, from all accounts, rapidly increasing; and, from the prime quality of the goods furnished, United States products have a constantly augmenting reputation. Wherever our manufactured articles are persistently and intelligently introduced by a resident agent, speaking the language, fully acquainted with the habits of the people, and qualified to explain the value, merits and uses of the articles he has for sale, there is no question of our commercial success, even handicapped, as we are, by the absence of our own shipping to carry our goods and of our own banking houses through which to transact the vast monetary exchanges incident to the commerce we seek. As constant dripping of water will wear away a stone, so possibly a constant reiteration of these glaring needs may in time cause some of those interested to move to secure them.

#### INDUSTRIES.

The industries of this district can not be said to be either large or varied. Aside from the agricultural and pastoral, there are, besides the ordinary enterprises appertaining to a city of this size and location, but few that merit more than passing notice, among these being a sugar refinery, cigarette factories, tanneries, distilleries, breweries, rectifying establishments, oil mills, and plants for quebracho wood. Of these I will briefly treat in turn as their importance suggests.

*Sugar refinery.*—There is established in this city a plant for the

refining of sugar, to which almost the entire product of the cane-growing province of Tucuman and its vicinage is consigned. In fact, it is quite probable that most of the sugar plantations in Tucuman are owned or controlled by the refining company. The sugar is sent in its crude state, principally by rail, to the refinery here. The plant is situated in the northwest portion of the city, convenient to river and rail transportation, and occupies a space of many squares, for power house, refinery proper, offices, homes for operatives, churches, schools, stores, etc. The superintendent informs me that the investment in ground, buildings, and machinery is about \$2,000,000, gold. The product is some 180,000 kilos daily for an average of three hundred days in the year, which would make an annual production of 54,000 tons, of which about 30,000 tons is true refined, cubes and powdered, the remainder being known as the second product, about equivalent to the B coffee sugar of our American refineries. The establishment employs from 600 to 800 adults, and from 100 to 150 boys and girls. German, French, and American machinery is employed in about the order named. The product is all consumed in Argentina. A national tax of 6 centavos (about  $2\frac{1}{2}$  cents, gold) is paid on each kilo of the product.

*Tobacco.*—There are in this district several large establishments for the manufacture of cigars, cigarettes, and tobacco. The principal one of these is that of Testoni, Chiesa & Co., of this city, having a plant largely equipped with American machinery of the latest invention, and having invested in grounds, buildings, and machinery almost \$300,000 gold. The managers employ from 200 to 300 persons, and produce annually 12,000,000 packets of cigarettes, 6,000,000 cigars, and 300,000 kilos (661,380 pounds) smoking and plug tobacco, on which they pay to the Government for revenue stamps about \$70,000 paper (equal to \$30,800 gold) every month. Mr. Chiesa tells me they always send a cart for their stamps. Their entire product is consumed in the Republic.

*Tanneries.*—There are several tanneries in this district, one of the largest of which is that of Mr. Alexander Nogues, situate on the river, southeast of the city. From his statement to me, it appears that within the past year he has tanned and sold—

	Value per unit.	Paper.	Gold.
10,000 ox hides for sole leather .....	\$15. 00	\$150,000. 00	\$66,000. 00
3,000 cowhides .....	12. 00	36,000. 00	17,160. 00
5,000 calfskins .....	6. 00	30,000. 00	13,200. 00
4,000 horsehides .....	7. 00	28,000. 00	12,320. 00
10,000 kid skins .....	3. 50	35,000. 00	15,400. 00
4,000 goatskins .....	3. 50	14,000. 00	6,160. 00
50,000 sheepskins .....	1. 00	50,000. 00	22,000. 00
100 dog skins .....	1. 00	100. 00	44. 00
12,000 salted hides for exportation .....	10. 00	120,000. 00	52,800. 00
Total sales of year .....		466,100. 00	205,084. 00

Of the machinery employed, most was made in this country, the remainder in England and France. He employs from 50 to 100 workmen. The product of the tannery is all sold in the country, though probably a small proportion is exported by purchasers to Europe.

*Quebracho.*—A product and an industry now coming into prominence in this district is quebracho wood and obtaining extract therefrom. In

the northern portion of my district are hundreds of square miles of territory, known as the Gran Chaco (Great Forest), absolutely covered with the quebracho tree, a hard wood of great specific gravity, making splendid fuel, for which purpose it has until recently been almost exclusively used. It is now found to be rich not only in tannic acid, making it exceedingly valuable for tanning purposes, but also in coloring matter. The extract has much the appearance of that of hæmatoxylon, and can be procured and shipped in much the same manner. It makes a beautiful and permanent reddish dye. There are already no less than two plants established for its extraction. My vice and deputy consul, Mr. Charles H. Doherty, having recent occasion to be in the vicinity of the larger one, at Calchiqui, Santa Fe, about 250 miles north of here, I asked him to look it over critically and write me the result of his observations. From his letter I gather the following facts: The plant consists of buildings, with engines, elevators, boilers, etc., and cost, including land, etc., about \$800,000 paper (\$350,000 gold). Of the working of the plant, he says: "The logs are delivered at the mill at \$12 paper (about \$5.25 gold), the bulk being brought by rail 60 to 70 miles. These are reduced to chips on a machine like any ordinary planer, the end of the log being pressed against a revolving cylinder holding knife blades, the center of the cylinder being smaller than the ends. The logs are reduced in a V-shape. There are four powerful boilers (Babcock style), main engines about 200 horsepower, and one 60 horsepower, besides six or seven electric engines for running pumps and elevators, and two large electric-light dynamos. The chips run through a series of elevators to the top of the building, say 70 feet. They are there fed through spouts with copper boilers (fourteen in all) two floors below. The sap is extracted by dry steam pressure, three atmospheres. The contents are then pumped into other vats, go through the refining process three times, and then through graduated cooling pipes, and are emptied into bags when of about the consistence of butter. The bags are then hung on hooks, and cold air ventilation preserves the extract for shipment. The production is about 500 tons per month. The machinery is all German, as Germans own and control the plant." Of the shipment, Mr. Doherty says: "Boxes would be better than bags, but the cost is too high. I drew his (the manager's) attention to the fact that some shipments in bags had turned out badly. He said he had heard of complaints, but not through his process. Formerly, there was 25 per cent of moisture; they now have reduced it to 10 per cent. When ready for shipment it is like hard rosin. We broke a piece with a hammer and it split clear like crystal." A handler of the product in Buenos Ayres informs me that the price is \$70 gold per ton in that city. He says the extract is packed in bags, these being cheaper than boxes or barrels, though the latter would be better.

*Oil factories.*—Of these there are several, expressing the oil from the earthnut (our peanut). This is bottled and sold very largely as olive oil, which it closely simulates.

*Rectifying liquors.*—The industry of falsification of all sorts and brands of liquors, essences, bitters, and cordials, as also of proprietary bottled goods from all parts of the world, is a very extensive one, and is carried on under the guise and name of rectification of liquors. The ramifications of the business must be very extensive, for any peculiar bottle, however it may be lettered, is exactly duplicated, as are also

the branded corks, the special metallic caps, and the most elaborately engraved labels and wrappers. The imitations are well executed, and are quite calculated to deceive the very elect. This business is, of course, not legal, though as the managers pay duty on the spirit they use and a high license for rectifying, they are seldom disturbed and are not too closely watched.

*Distilleries and breweries.*—There are many distilleries in this district, but I can get no statistics of them or their product. They distil a rum from cane (it is called caña, pronounced can-ya) which is colorless, and is consumed in great quantities, exclusively in this country. Of breweries, there are several making very good qualities of beer, ale, and stout, and using the barley or other grains of the country. I can learn nothing of their capacities.

#### HARBOR IMPROVEMENTS.

I am glad to say there is something to be written in regard to improvements in the harbor of Rosario. Not more than 150 yards from my consular door rolls the magnificent Parana River, and at the docks lie steamers drawing 19 to 20 feet of water. Half a mile out is the little island of Espinillo, about one-fourth mile wide and 3 miles long, and beyond that a mile or more the large Isle of Mariners, 10 to 15 miles long and fully 3 miles wide. Beyond that the river stretches for a width of 18 to 20 miles more. Against the 60 to 70 foot bluffs that form the plateau on which Rosario is built the strong current sweeps, and with the slightest care there should always be a deep channel on this side. Some fifteen years ago, however, a ship was wrecked and sank a full half mile out in the stream opposite the city, and around the wreck collected earth and sand and floating vegetation until the nucleus of an island was formed, which is now the island of Espinillo first mentioned above—an inhabited, cultivated land. Through similar negligence, the now narrow channel between the city and this new island has been seriously impeded and commerce threatened. Lately, the national authorities have awakened to the importance of so improving the port of Rosario—the best shipping port for the vast granaries of north Argentina—as to provide wharfage and depth to accommodate the traffic.

A concession has been made for filling in the sloping approaches from each of the city streets to the river; raising the present grade of wharf front some 12 feet; building it out 75 yards; extending the mole along the entire river frontage and erecting thereon ten additional galpons (merchandise warehouses) and a large grain elevator. This work is well under way, the greater part of the filling having been already done, the bluffs along the river front next the mole being cut down for this purpose. This, besides adding to the convenience, health, and appearance of the city, will furnish spacious wharfage, with a water depth of not less than 22 feet. When completed this will make Rosario, without exception, the most accessible and the best port on the Plate or Parana rivers; and if, as is contemplated, a system of jetties is established at the bar off Martin Garcia Island, near the junction of the Uruguay and Parana rivers (where adverse winds now frequently reduce the channel to a depth of 18 feet or less), there will be a vast increase of commerce. The Government seems to have



gone about this in earnest, and I believe that a very few years will see the project realized.<sup>1</sup>

JAMES M. AYERS, *Consul*.

ROSARIO, *October 26, 1899.*

*Exports from the Argentine Republic first nine months of 1899.*

[Average weights: One bale of wool, 450 kilos; 1 bale of sheepskins, 450 kilos; 1 bale of hair, 450 kilos; 1 bale goatskins, 370 kilos; 1 bale hay, 50 kilos; 1 pipe of tallow, 400 kilos; 1 hoghead of tallow, 200 kilos; 1 cask of tallow, 100 kilos; 1 case of butter, 25 kilos.]

Countries.	Dry ox-hides.	Salt ox-hides.	Dry horse-hides.	Salt horse-hides.	Sheep-skins.	Hair.	Tallow.		
							Pipes.	Casks.	Hog-heads.
	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>Bales.</i>	<i>Bales.</i>			
United Kingdom .....	21,691	12,788	.....	.....	5,190	172	4,265	11,704	1,862
United States .....	791,788	10,869	.....	.....	101	1,067	.....	.....	.....
France .....	84,788	75,018	.....	.....	81,874	165	546	1,227	1,622
Germany .....	117,122	515,890	55,080	75,990	1,819	405	.....	214	.....
Belgium .....	52,448	301,846	.....	.....	454	677	.....	2,590	.....
Italy .....	151,746	85,854	.....	.....	4,679	387	6,804	916	2,379
Brazil .....	500	.....	.....	.....	20	.....	2,001	2,492	7,939
Orders .....	.....	28,000	.....	.....	.....	.....	.....	.....	.....
Other countries .....	186,960	4,682	.....	.....	4	20	1,427	5,777	1,225
Total .....	1,306,948	981,277	55,080	75,990	44,141	2,883	14,848	24,930	15,027

Countries.	Goat-skins.	Wool.	Frozen wethers.	Wheat.	Maize.	Linseed.	Flour.	Bran.
	<i>Bales.</i>	<i>Bales.</i>	<i>No.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United Kingdom .....	17	3,568	1,597,132	172,412	86,356	38,342	591	1,501
United States .....	1,894	9,885	.....	.....	.....	1,160	.....	.....
France .....	832	155,185	.....	14,775	102,143	29,057	82	5,455
Germany .....	165	87,148	.....	72,412	58,290	21,411	164	27,835
Belgium .....	7	44,728	.....	882,112	78,122	46,681	.....	8,087
Italy .....	.....	5,069	.....	31,231	30,371	636	854	50
Cape Colony .....	.....	.....	.....	.....	26,948	.....	18	1,960
Brazil .....	.....	.....	.....	67,966	34,871	300	37,912	26
Orders .....	.....	.....	.....	595,128	228,322	48,110	.....	4,496
Other countries .....	.....	.....	.....	118,412	23,724	22,740	245	908
Total .....	2,415	306,533	1,597,132	1,454,448	664,137	206,387	39,811	45,313

<sup>1</sup> On November 4, Consul Ayers writes:

Supplemental to my report of October 26, as to improvement of Rosario Harbor, I inclose a cutting from this day's Standard, of Buenos Ayres. This legislation will be largely "post hoc," as the work is well under way.

I may add to my report a fact which I inadvertently omitted, and which is quite important, that the work on the levee has been preceded by a thorough overhauling of the systems of sewerage of this portion of the city, resulting in a system of drainage that must result in making Rosario one of the best drained and healthiest cities of South America, in addition to having most excellent harbor facilities.

The clipping reads:

"During the extra session, Congress will consider a bill presented by the Executive regarding the construction of a port at Rosario. Tenders will be called for and the following terms exacted:

"First. A mole shall be constructed, measuring 3,000 or more meters in length, so as to allow ships drawing 6½ meters to run alongside. The adjacent lands shall be elevated and leveled at 2.80 meters above the highest of ordinary high-water marks.

"Second. Houses, sheds, warehouses, grain elevators, cranes, bitts, rails, electric-light apparatus, etc., shall be constructed by the firm on the hypothesis of a movement of 2,500,000 tons of merchandise yearly.

"Third. All the lines in the port shall be joined to every railway running into Rosario.

"The firm undertaking the construction shall defray all expenses, and by way of compensation shall have the right to work the port during a fixed period, after which it shall be handed over entirely to the Government. In the proposals which are presented the firms shall stipulate the number of years they require the port for their own purposes, the tariffs they will charge, the percentage of gross entries which they will hand over to the nation, the plans and all other details of construction. On the other hand, the Government will be obliged to keep the Martin Garcia Channel 5.80 meters deep at low tide and the course of the Parana up to Rosario 6.50 meters deep. Several other favors customary in similar concessions follow."

*Exports from the Argentine Republic first nine months of 1899—Continued.*

Countries.	Pollards.	Oilseed.	Bird-seed.	Hay.	Quebracho.	Tobacco.	Butter.	Sugar.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bales.</i>	<i>Tons.</i>	<i>Bales.</i>	<i>Cases.</i>	<i>Tons.</i>
United Kingdom.....	7,538	16,985	287	47	7,663	205		
United States .....				2,721	5,272			
France .....	108,799	8,061		15	8,877			
Germany .....	29,891	86,939	17	21	49,528	9,206		
Belgium .....	3,591	2,695			17,564	871		
Italy .....		140			7,575			
Cape Colony .....				54,094				
Brazil .....			237	392,849			2,577	
Orders .....				188	13,623			
Other countries .....	812			2,811	16,807		1	
<b>Total.....</b>	<b>145,131</b>	<b>59,770</b>	<b>541</b>	<b>452,429</b>	<b>121,409</b>	<b>9,782</b>	<b>24,000</b>	<b>18,298</b>

*Exports from Rosario port during same period.*

Dry oxhides .....	275,975	Linseed .....	do....	95,015
Salt oxhides .....	106,122	Flour .....	do....	5,153
Horsehides .....	5,636	Bran .....	do....	36,262
Wool .....	bales.. 7,896	Minerals .....	bags..	2,507
Sheepskins .....	do.... 160	Bones and ash .....	tons..	2,731
Hair .....	do.... 355	Quebracho.....	do....	9,255
Hay .....	tons.. 398,672	Horns .....		47,543
Wheat .....	do.... 683,667	Oilseed cake.....	tons..	233
Maize .....	do.... 167,755	Sugar .....	do....	15,454

**BOLIVIA.**

In compliance with circular of July 10, 1899, I inclose tables showing the commerce of Bolivia during the year 1898 and six months of 1899, the remaining months of 1899 not being computed as yet:

*Exportation of tin ores during the first eight months of the year 1899.*

Months.	England.	France.	Germany.	Total.
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>
January.....				
February .....	83,756	15,400	5,827	54,983
March .....	23,546	11,062		34,608
April .....	55,042	27,179		82,221
May.....	10,218	13,292		23,510
June .....	20,559	17,891		37,950
July.....	13,507	10,286		23,793
August.....	22,296		6,870	29,156
September .....	6,747	19,418	1,890	27,545
<b>Total.....</b>	<b>185,671</b>	<b>114,028</b>	<b>14,067</b>	<b>313,766</b>
<b>Equivalent in pounds .....</b>	<b>409,330</b>	<b>251,368</b>	<b>31,012</b>	<b>691,710</b>

*Production of copper from the mining properties at Corocoro during the year 1899.*

[J. K. Child &amp; Co. and Compañía Corocoro de Bolivia.]

Months.	Amount of production.	Amount exported.	Balance.	Duty.
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Bolivianos.</i>
January.....	9,680.50	1,178.00	8,457.50	586.50
February.....	10,062.00	1,452.00	8,630.00	720.00
March.....	5,119.50	1,437.00	3,682.50	718.50
April.....	9,578.00	1,551.00	8,027.00	775.50
May.....	10,060.00	1,148.00	8,912.00	570.00
June.....	10,980.00	518.00	10,412.00	259.00
July.....	1,295.00	777.00	418.00	388.50
August.....	1,203.00	635.50	567.50	317.75
September.....	10,207.00	670.00	9,537.00	335.50
October.....	9,202.00	686.00	8,516.00	348.00
November.....	11,197.00	483.00	10,714.00	241.50
December.....	10,208.00	605.00	9,603.00	302.50
Total.....	96,612.00	11,135.50	89,476.50	5,568.25
Equivalent in pounds and dollars.....	199,763.00	24,549.00	175,214.00	\$2,434.00

*Production of silver ores by the Company of the Royal Silver Mines of Potosi, Limited.*

Months.	Spanish quintals. <sup>a</sup>	Alloy.	Fine metals.	Months.	Spanish quintals.	Alloy.	Fine metals.
1897.				1898.			
January....	7,256	71.02	9,123.77	January.....	8,712	33.08	4,895.40
February.....	6,648	53.09	6,245.71	February.....	7,264	28.25	3,428.10
March.....	5,584	59.00	5,677.15	March.....	7,960	31.05	3,825.08
April.....	7,432	50.60	6,618.78	April.....	7,456	42.76	5,378.50
May.....	6,872	40.09	6,769.89	May.....	8,079	31.14	4,256.52
June.....	7,184	57.00	6,877.74	June.....	8,280	32.80	3,685.09
July.....	8,144	44.00	6,084.75	July.....	8,640	26.20	1,943.50
August.....	7,360	35.01	4,175.99	August.....	5,416	23.82	3,594.52
September.....	6,320	39.03	3,993.11	September.....	8,440	26.38	3,368.32
October.....	7,416	40.01	5,125.01	October.....	8,328	25.95	4,386.52
November.....	6,184	39.06	4,334.23	November.....	8,616	25.45	3,598.19
December.....	8,040	38.08	5,330.88	December.....	8,776	23.89	3,414.49
Total.....	84,440	47.13	68,862.01	Total.....	95,964	29.25	45,724.23

<sup>a</sup> Spanish quintal=46 kilos or 101.4 pounds.*Production of silver ores obtained by the mining company Guadalupe during the year 1898*

Months.	Amount exported.	Production.	Duties.
	<i>Quintals.</i>	<i>Marks.</i>	<i>Bolivianos.</i>
January.....	7,994.50	3,063.000	1,065.40
February.....	4,488.00	2,316.000	540.27
March.....	8,068.64	2,939.125	771.94
April.....	4,799.86	2,021.750	646.64
May.....	6,305.78	1,881.250	476.22
June.....	5,207.81	1,908.625	329.07
July.....	6,286.27	2,418.000	656.62
August.....	4,905.41	2,073.375	649.22
September.....	3,868.95	1,767.750	309.02
October.....	2,650.91	1,995.750	205.50
November.....	2,841.14	1,399.500	686.22
December.....	2,281.50	1,208.750	516.64
Total.....	59,173.22	24,833.875	6,851.06

*Production of silver ores from the mine of Huanchaca during the first six months of 1899.*

Months.	Tons.	Spanish quintals.	Marks.	Duty.	Official value.
January .....	6,874.559	149,446.98	66,867.684	<i>Bolivianos.</i> 16,095.41	<i>Bolivianos.</i> 819,785.06
February .....	4,381.822	95,257.02	47,737.748	11,660.50	249,676.04
March .....	5,158.680	112,144.14	66,814.610	15,887.04	361,412.00
April .....	5,314.388	115,529.08	71,052.210	16,666.54	392,489.46
May .....	5,011.606	108,947.90	66,077.722	16,238.27	373,699.19
June .....	5,036.179	109,482.25	56,649.367	13,141.49	299,485.88
Total .....	31,777.184	690,807.27	374,199.286	89,639.25	2,196,447.62

a \$370,450, taking the average value of the bolivar for the first six months of 1899 at 43.65 cents.

*Amount of rubber exported from Bolivia through the custom-house of Manaus (State of Amazon), Brazil, from 1893 to 1898, inclusive.*

Years.	To the United States.	To Europe.	Left in stock.	Total.	
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Pounds.</i>
1893 .....	11,505,072.42	7,895,165.84	17,890,677.80	36,766,862.146	81,066,224
1894 .....	10,608,696.96	9,189,880.76	8,579,418.60	32,419,122.184	71,471,196
1895 .....	11,410,228.70	9,652,529.14	6,968,632.00	32,678,488.104	72,045,041
1896 .....	9,175,234.16	12,733,648.48	10,769,606.40	28,081,389.064	61,798,000
1897 .....	11,781,686.74	11,066,525.90	9,570,911.20	28,577,994.232	44,925,325
1898 .....	10,909,028.46	12,249,243.40	18,548,591.60	36,790,914.206	81,109,249

The total of rubber exported during the above six years was 195,064,770.956 kilos, or 412,805,083 pounds.

*Amount of Bolivian rubber exported through the national custom-houses of El Acre, Villa Bella, Puerto Perez, and Puerto Suarez during the calendar year 1898. a*

Quality.	El Acre.			Villa Bella.		
	Kilos.	Value.	Duty.	Kilos.	Value.	Duty.
Fine rubber .....	2,000,000	<i>Bolivianos.</i> 8,695,658	<i>Bolivianos.</i> 320,000	757,444	<i>Bolivianos.</i> 3,293,235	<i>Bolivianos.</i> 121,192
Sernamby .....				105,813	322,041	10,581
Cauchu .....				1,989	6,054	159
Total .....	2,000,000	8,695,658	320,000	865,246	3,621,330	131,932
Equivalent in pounds and dollars .....	4,409,200	\$3,669,566		1,907,521	\$1,528,200	

  

Quality.	Puerto Perez.			Puerto Suarez.		
	Kilos.	Value.	Duty.	Kilos.	Value.	Duty.
Fine rubber .....	256,542	<i>Bolivianos.</i> 1,115,400	<i>Bolivianos.</i> 41,047	27,556	<i>Bolivianos.</i> 119,809	<i>Bolivianos.</i> 4,408
Sernamby .....				1,611	4,908	195
Cauchu .....						
Total .....	256,542	1,115,400	41,047	29,167	124,211	4,603
Equivalent in pounds and dollars .....	565,572	\$470,699		64,802	\$52,417	

a Average value of bolivar, calendar year 1898, 42.175 cents.

*Exportation of rubber through Mollendo, Peru, during the years 1893 to 1899 (first six months), being all from La Paz district.*

Years.	Kilos.	Pounds.
1893 .....	18,051	28,772
1894 .....	87,994	88,762
1895 .....	63,518	140,082
1896 .....	138,865	296,119
1897 .....	180,639	398,847
1898 .....	256,544	565,577
1899 .....	118,504	250,281

*Importation through the custom-house of Tupiza during the first six months of 1899.*

Articles.	Dozens.	Pack-ages.	Kilos.	Official value.		Duty.
				<i>Bolivianos.</i>		<i>Bolivianos.</i>
Cottons .....	275	1,496	101,890	95,868.65	\$40,980	28,195.96
Wools .....		444	22,134	51,798.22	22,564	15,589.78
Linens .....		70	4,868.200	2,292.80	999	894.70
Silks .....		26	400.500	4,384.17	1,912	1,548.67
Made clothing .....	1,579	193	1,918.896	14,614.86	6,872	5,078.06
Furniture .....		191	8,490	1,442.86	629	445.00
Other articles .....		735	33,615.200	20,062.86	8,747	7,231.81
Hardware .....	294	451	32,410.690	10,473.84	4,587	2,210.95
Provisions .....		955	29,972	13,064.41	5,696	2,794.09
Wines and liquors .....	6,304	1,327	8,121.200	20,062.37	8,742	5,232.85
Drugs .....		196	8,228	8,673.00	3,781	2,564.04
Total .....	8,452	6,028	241,542.185	240,848.64	105,010	71,698.91

*Importation of merchandise naturalized in Chile, through the custom-house of Uyuni during the first six months of 1899.*

Months.	Cot-tona.	Wools.	Made cloth-ing.	Furni-ture.	Other articles.	Hard-ware.	Provi-sions.	Wines and liquors.	Drugs.	Official value.
	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Bolivianos.</i>
January .....			574.00		12,181.16	6,062.78	2,862.38		2,518.80	24,158.57
February .....		9.20	818.98	600.00	23,726.88	11,646.88	1,017.50		517.90	48,786.79
March .....			484.00		26,256.87	12,582.91	84.90	214.56	575.66	40,108.76
April .....	172.50	21.60	582.68	810.50	28,796.27	8,114.70	1,178.95	96.00	70.00	89,888.20
May .....	165.80	4.00			21,165.72	8,422.60	116.88		382.18	90,246.63
June .....	67.80				21,299.41	21,743.09	121.16		6,226.64	49,458.09
Total .....	405.60	34.80	2,459.66	6,810.50	138,866.26	68,592.41	5,366.71	310.56	10,290.60	a 232,687.04

a Equal to \$101,430.

*Importations through the custom-house of Puerto Suarez during the second six months of 1898.*

Articles.	Pack-ages.	Kilos.	Meters.	Liters.	Dozens.	Official value.		Duty.
						<i>Bolivianos.</i>		<i>Bolivianos.</i>
Cottons .....	346	59,788	5,788			58,626.42	\$25,033	18,994.12
Wools .....	180	3,625	3,001		108	86,977.13	15,789	11,114.75
Linens .....	20	4,601			62	982.90	398	280.51
Silks .....	12	305				4,890.10	2,088	1,606.36
Made clothing .....	51				1,127	4,846.41	2,069	1,708.76
Furniture .....	75	3,443				1,125.24	480	336.21
Other articles .....	438	12,805			80	8,676.61	3,705	2,459.92
Hardware .....	979	66,348			244	18,570.84	7,980	2,849.63
Provisions .....	656	29,134				4,027.70	1,720	760.52
Wines and liquors .....	469					6,646.56	2,838	1,869.15
Drugs .....	32	544		1,713	1,459	2,639.94	1,127	1,306.46
Total .....	3,258	180,543	8,789	1,713	3,070	147,969.85	63,177	43,288.39

*Importations and exportations of the custom-house of Puerto Suarez during the first six months of 1898.*

Articles.	Pack-ages.	Kilos.	Dozens.	Official value.		Duty.
<b>IMPORTATIONS.</b>				<i>Bolivianos.</i>		<i>Bolivianos.</i>
Cottons .....	226	28,964.810	.....	25,218.49	\$10,768	7,612.54
Wools .....	27	2,422.525	.....	3,916.91	1,673	574.66
Linens .....	6	1,646.80	.....	222.30	95	65.69
Silks .....	6	48.130	.....	1,272.50	543	445.88
Made clothing .....	12	118.60	1,926	2,942.99	1,257	1,026.06
Furniture .....	3	483	19	644.29	275	225.50
Other articles .....	249	29,856.492	16	21,776.85	9,318	14,842.41
Hardware .....	2,371	106,211.811	44	15,721.07	6,712	3,760.83
Provisions .....	138	7,120.150	1	2,360.88	1,008	611.08
Wines and liquors .....	10,210		1,729	466,370.23	199,140	1,435.16
Drugs .....	6	421.50	11	601,150.62	256,691	846.99
<b>Total</b> .....	<b>13,254</b>		<b>3,246</b>	<b>1,141,591.98</b>	<b>487,481</b>	<b>30,446.29</b>
<b>EXPORTATIONS.</b>						
Various articles .....	1,564	10,876	.....	5,706.90	2,437	1,018.06
Hardware .....	8	150	.....	22.50	5	.....
Provisions .....	138	3,286	.....	13,944.40	5,964	.....
Drugs .....	87	2,121	.....	10,645.00	4,545	.....
<b>Total</b> .....	<b>1,762</b>	<b>16,433</b>	.....	<b>30,318.80</b>	<b>12,941</b>	<b>1,018.06</b>

*Importations through Mollendo, Peru, during the first six months of 1899, by articles.*

Articles.	Packages.	Kilos.	Official value.	
			<i>Bolivianos.</i>	
Cottons .....	811	90,937	138,997.77	\$60,603
Wools .....	458	58,496	180,306.27	78,618
Linens .....	838	43,462	15,561.88	6,785
Silks .....	19	1,253	69,806.83	30,436
Made clothing .....	214	18,704	32,260.41	14,066
Furniture .....	484	61,905	48,426.81	21,114
Other articles .....	5,673	307,486	228,902.43	99,801
Hardware .....	5,882	312,878	143,883.86	62,733
Provisions .....	17,964	991,697	206,357.68	89,972
Wines and liquors .....	8,678	259,397	68,014.66	29,654
Drugs .....	230	12,468	14,507.20	6,325
<b>Total</b> .....	<b>40,741</b>	<b>2,148,552</b>	<b>1,147,025.85</b>	<b>500,101</b>

*Trade through Mollendo, Peru, during the first six months of 1899, by countries.*

Countries.	Value.		
IMPORTATIONS.			
	£	s.	d.
Germany.....	29,744	15	3
England.....	28,221	13	11
France.....	9,651	16	1
Belgium.....	6,913	6	5
Italy.....	4,784	18	0
Spain.....	1,364	1	5
China.....	568	0	0
Chile.....	12,198	7	7
Peru.....	6,622	4	0
United States.....	5,695	15	10
Central America.....	260	0	0
Brazil.....	40	0	0
Cuba.....	68	0	0
Colombia.....	19	0	0
Argentina.....	16	0	0
Total.....	101,162	0	0

*Trade through Mollendo, Peru, during the first six months of 1899, by countries—Continued.*

Countries.	Value.		
EXPORTATIONS.	£	s.	d.
France .....	28,807	8	7
England .....	20,590	15	7
Germany .....	19,718	5	0
Belgium .....	172	0	0
Austria .....	25	0	0
Chile .....	5,822	12	0
Peru .....	2,588	0	4
United States .....	17	0	0
Total .....	72,691	1	6
			\$353,751.11

*Importations through the custom-house of Tarija during the first six months of 1899.*

Articles.	Dozens.	Pack-ages.	Kilos.	Duty.	Official value.	
				<i>Bolivianos.</i>	<i>Bolivianos.</i>	
Cottons .....		681	49,509.100	12,551.63	41,838.77	\$18,242
Wools .....		177	9,636.880	5,294.50	17,648.33	7,695
Linens .....		7	315.400	110.29	367.64	160
Silks .....		3	89.150	215.80	616.55	269
Made clothing .....	1,138	74		2,123.11	6,066.08	2,644
Furniture .....		49	2,234	480.81	1,373.78	599
Other articles .....	41	332	18,865	2,346.47	8,192.50	3,572
Hardware .....		195	10,154.350	670.71	4,307.82	1,878
Provisions .....		900	12,323	907.88	3,452.48	1,505
Wines and liquors .....	30	331	1,123	1,258.00	4,981.55	2,172
Drugs .....		43	1,373.520	898.84	2,979.21	1,299
Total .....	1,209	2,792	105,578.400	26,852.44	91,825.61	40,085

*Importations and exportations through the custom-house of Villa Bella during the year 1899.*

Articles.	Pack-ages.	Kilos.	Official value.		Duty.
IMPORTATIONS.			<i>Bolivianos.</i>		<i>Bolivianos.</i>
Cottons .....	1,141	66,463	65,384.32	\$18,242	19,615.29
Wools .....	106	3,978	6,134.83	2,675	1,840.45
Linens .....	39	1,525	3,462.00	1,509	1,038.60
Silks .....	5	83	8,248.00	1,416	1,136.80
Made clothing .....	596	6,341	27,824.60	12,131	9,738.61
Furniture .....	50	1,334	2,036.45	887	712.76
Other articles .....	3,259	95,355	46,891.33	20,444	28,986.08
Hardware .....	2,304	70,189	62,012.72	27,037	22,398.85
Provisions .....	2,626	83,688	41,817.08	18,232	10,454.25
Wines and liquors .....	3,124	10,835	39,563.90	17,250	15,996.62
Drugs .....	326	7,860	45,221.24	19,716	13,586.55
Articles free of duty .....	362	21,006	2,753.50	12,000	
Articles overcharged with 20 per cent. ....					25,100.87
Total .....	13,778	368,656	346,349.92	151,539	150,605.23

  

Articles.	Packages.	Kilos.	Pounds.	Duty. *
EXPORTATIONS.				<i>Bolivianos.</i>
Fine rubber .....	30,967	757,444	1,669,861	121,191.05
Fine sernamby .....	1,919	105,813	238,275	10,581.35
Fine cauchuri .....	58	1,969	4,885	159.12
Tiger skins .....	11	33	78	
Total .....	32,955	865,279	1,907,594	131,931.52

*Exportation of Bolivian goods through the custom-house of Tarija during the first six months of 1899.*

Months.	Packages.	Weight.	Tin.	Blismuth.	Silver ores.
		<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Bolivianos.</i>	<i>Bolivianos.</i>
January .....	3,822	98,939.500	12,084.66	34,604.00	2,065.70
February .....	1,668	60,599.000	4,384.26	29,260.00	1,652.00
March .....	6,697	176,079.500	22,964.58	23,207.00	2,980.80
April .....	2,204	83,249.500	7,243.83	40,800.00	1,578.60
May .....	3,820	92,673.500	10,649.80	25,298.40	2,983.12
June .....	666	20,010.700	.....	.....	797.10
Total .....	18,877	531,551.700	57,327.13	153,164.40	12,057.32
Equivalent in pounds and dollars .....		1,171,860	\$24,995.00	\$66,779.00	\$5,257.00

Months.	Coca.	Coined silver.	Goatskins.	Official value.	Duty.
	<i>Bolivianos.</i>	<i>Bolivianos.</i>	<i>Bolivianos.</i>	<i>Bolivianos.</i>	<i>Bolivianos.</i>
January .....	2,356.00	.....	246.10	51,361.06	2,423.22
February .....	8,296.00	.....	193.20	38,785.46	1,664.69
March .....	8,148.00	1,200.00	147.20	58,716.58	394.63
April .....	2,776.00	200.00	216.20	53,909.13	42.00
May .....	33,720.00	.....	289.80	73,584.72	.....
June .....	18,188.00	11,600.00	256.20	19,256.00	.....
Total .....	68,484.00	13,000.00	1,347.70	290,015.95	4,464.54
Equivalent in pounds and dollars .....	\$27,697.00	\$5,668.00	\$588.00	\$126,447.00	.....

*Receipts of the custom-house of Arica during 1898.*

Months.	35 per cent for Bolivia.		40 per cent for Bolivia.		25 per cent for Chile.		Total.	
	Bank notes.	Gold.	Bank notes.	Gold.	Bank notes.	Gold.	Bank notes.	Gold.
January .....	\$8,457.54	.....	\$9,665.76	.....	\$5,041.10	.....	\$24,164.40	.....
February .....	9,547.74	.....	10,911.70	.....	6,819.81	.....	27,279.25	.....
March .....	11,672.78	.....	13,340.32	.....	8,337.80	.....	33,350.80	.....
April .....	8,108.70	.....	9,261.37	.....	5,788.36	.....	23,152.73	.....
May .....	5,232.92	.....	5,980.49	.....	3,737.80	.....	14,951.21	.....
June .....	6,926.07	.....	7,915.50	.....	4,947.19	.....	19,788.76	.....
July .....	7,522.62	.....	8,597.24	.....	5,373.30	.....	21,493.16	.....
August .....	17,692.37	.....	20,219.92	.....	12,637.43	.....	50,549.72	.....
September .....	10.91	\$8,729.95	12.47	\$9,977.08	7.79	\$6,235.68	31.17	\$24,942.71
October .....	.....	13,957.90	.....	15,951.89	.....	9,969.98	.....	39,879.72
November .....	.....	7,837.78	.....	8,957.47	.....	5,598.42	.....	22,393.67
December .....	.....	12,119.52	.....	13,850.84	.....	8,656.78	.....	34,627.14
Total .....	75,166.65	42,645.15	85,904.77	48,737.28	53,690.48	30,460.81	.....	121,843.24

*Receipts of the custom-house of Arica during the first six months of 1899.*

Months.	Gold.	Bank notes.
January .....	\$24,493.91	\$10,031.00
February .....	22,925.89	11,770.60
March .....	21,040.01	9,321.00
April .....	30,128.50	7,000.00
May .....	16,789.28	14,200.00
June .....	36,621.66	12,000.00
Total .....	151,999.25	66,322.60



*Receipts of the custom-house of La Paz during the first six months of 1899.*

Articles.	Value.	Articles.	Value.
	<i>Bolivianos.</i>		<i>Bolivianos.</i>
Ultramarine articles.....	149,920.45	Foreign alcohol.....	27,254.40
Warehouse rent.....	5,528.18	Exportation of—	
Local duty.....	2,278.48	Coined silver.....	1,596.56
Recognitions.....	58.50	Tin and bismuth.....	1,088.99
Sugar and molasses.....	17,146.89	Gold.....	248.17
Peruvian brandy.....	767.04	Rubber.....	19,821.16
Additional tax of 20 per cent.....	29,991.11	Tax on silver ores and others.....	31.88
Penalties.....	679.46	Policies and guides (sold).....	1,148.70
Confiscations.....	378.64		
Policies and guides.....	520.00	Total.....	260,258.21
Peruvian alcohol.....	1,955.20		

α Equal to \$113,470.

*Receipts of the custom-house of Uyomi during the first six months of 1899.*

[Values in bolivianos.]

Months.	Importation duty.	20 per cent additional tax.	Warehouse rent.	National tax.	Penalties.	Revenue stamps.	Policies.
January.....	1,892.25	396.84	1,538.42	111.00	2.66	.....	.....
February.....	1,447.95	294.57	3,455.70	88.60	8.56	400.00	50.00
March.....	2,784.50	556.89	4,302.98	143.90	7.78	808.20	170.00
April.....	1,151.41	230.28	6,213.85	139.70	3.30	123.60	127.10
May.....	1,813.99	262.77	3,389.15	93.30	.....	83.63	111.40
June.....	3,524.84	704.96	4,156.55	89.90	100.06	800.00	142.30
Total.....	12,114.94	2,446.31	23,066.60	656.40	122.36	1,215.83	600.80

  

Months.	Chilean alcohol.	Stamped paper.	Exportation of tin and bismuth.	Exportation of copper.	Silver ores.	Duty on matches.	Total.	Double duties.
January.....	.....	.....	1,908.37	363.45	3,283.05	.....	1,688.75	116.65
February.....	2,200.00	.....	1,499.21	130.94	704.52	.....	10,549.37	40.18
March.....	.....	24.20	1,966.50	70.10	953.19	.....	11,502.28	133.77
April.....	.....	8.25	1,865.70	11.98	1,165.50	0.92	10,907.28	96.84
May.....	.....	2.40	1,606.67	362.47	708.34	.....	8,155.79	.....
June.....	.....	8.89	813.33	9.23	531.55	.....	10,092.24	126.09
Total.....	2,200.00	38.44	9,159.78	948.15	7,316.18	.92	53,395.71	513.48

*Operations by the mint of Bolivia during the year 1898.*

Months.	Silver ores minted.		Coined.	Material expenses.	Alloy (of 100 and 1000).	Weight of same.	Wastes (at 5 per cent).	Mining companies which supply the ores.
	<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Bolivianos.</i>	<i>Bolivianos.</i>		<i>Kilos.</i>	<i>Bolivianos.</i>	
January....	1,137.520	51,419.50	177,260.00	3,750.71	117,860.00	25	.....	English Company of Potosí.
February....	1,981.124	89,575.05	.....	46.20	.....	.....	.....	Huanchaca Company.
March.....	1,631.576	73,769.59	174,523.82	3,645.37	174,523.32	25	872.61	Guadalupe Company.
April.....	1,594.147	72,043.00	46,440.00	1,523.35	46,440.00	25	.....	Candelaria Company.
May.....	1,971.277	89,120.82	105,210.50	1,727.05	105,210.50	25	762.49	La Riva & Co.
June.....	2,697.752	171,968.42	135,000.00	2,909.21	135,000.00	25	.....	Diaz Hijos & Co.
July.....	1,381.655	62,460.36	38,861.42	1,822.67	38,861.42	25	979.43	Supplied by the Banco
August.....	2,779.096	125,634.05	174,962.09	3,446.92	174,962.09	25	966.54	Nacional and Argan-
September..	3,316.580	149,856.65	120,532.33	3,119.87	120,532.33	25	672.98	dona Bank.
October....	3,560.692	160,977.29	118,900.50	3,898.65	118,900.50	25	.....	From several others (re-
November..	3,112.999	140,756.84	256,484.66	3,000.88	256,484.66	25	2,062.84	tail).

*Operations by the mint of Bolivia during the year 1898—Continued.*

## RECAPITULATION.

	Value.	
	<i>Bolivianos.</i>	
Silver ores minted during the eleven months, 25,164,418 kilos.....	1,187,682.30	\$501,202
Coined.....	1,348,094.32	568,795
Material expenses.....	27,865.88	11,772
Waste.....	5,836.39	2,468

G. ZALLES, *Consul.*LA PAZ, *December 31, 1899.*

## BRAZIL.

## BAHIA.

The year ended June 30, 1899, was a very trying one for the business community. Last year at this time it was thought that there could not be greater business depression than then existed, yet the depression has grown from month to month, until now business is practically suspended in all lines except staples and food stuffs.

The same conditions which brought about the depression noted last year, i. e., fluctuations of exchange and the drought, are directly responsible for the present conditions. Added to this, though, is the fact that the drought and the effects therefrom have been even greater this year than last, as in some regions of the interior there has been practically no rainfall this year, and very little for more than two years. As a result, many regions that have heretofore been productive and profitable agricultural districts have this year produced practically nothing, while several towns within the region have been completely abandoned because of the total lack of drinking water. In many places rivers are entirely dry, and the oldest inhabitant has no recollection of having seen the like.

Not only has the great drought affected the crops, but, in many cases, the people in attempting to leave the desolate region have died of hunger and thirst before they could reach a place of succor. The State government has furnished free transportation to such as could reach the railroad lines and the boats, but many were too far from these ways of communication, and without means of traveling except by foot, and consequently could not be aided.

The drought in the interior, and the consequent lack of production, has had a direct effect upon the business of Bahia City, which depends chiefly upon buying the products of the interior and selling to it the wares imported. It has also occasioned a great decrease in native food stuffs and the price of these articles, which now have to be imported from the neighboring States, has increased many fold, while the scarcity of money has brought about additional hardships.

As a result, Bahia is buying little abroad except such staples and food stuffs as must be imported to meet immediate needs. Most of the stores which have heretofore been large importers and sellers to the interior have vast accumulations of unopened cases of goods, and

even should the great drought be broken and business revive, there is sufficient stock here to more than supply any demands that would be likely to be made for some time to come.

Though business prospects in this district are at present far from flattering, yet the little that is being done is worth something and the United States should have a greater share of it, particularly as we are the largest buyers of the products of the section.

#### NAVIGATION.

There was a great decrease in arrivals and departures of vessels during the year, especially from January to July, 1899. The regular sailing dates of the liners have been kept, but in many cases these boats have taken little from here and landed less. Trade has been so bad that few of the tramp boats have come, and there have been times when there was only one sailing vessel in port, where heretofore they could always be counted by the dozen.

On July 2, 1899, the governor of the State inaugurated at Joazeiro a line of two new steamboats, which are now plying the San Francisco River and its tributaries. These boats were built in England for the State government and were shipped in pieces, being set up at Joazeiro. It was the intention of the State to run them as an independent line in opposition to the one then in existence under Federal charter. A consolidation has now been effected, by which the State has come into possession of the greater portion of the stock of the consolidated company, and dictates as to its management. By the accession of these new boats, the million or more people living on or near the San Francisco River and its tributaries, some 2,000 kilometers (over 1,200 miles) of navigable water have been brought into more rapid and frequent communication with Bahia, thus placing the population who rely upon the boats in closer touch with the markets.

The following table shows the steamship and steamboat communication this district has with the world, all of the lines touching here except that navigating the San Francisco River:

*Steamship lines which touch at points in Bahia consular district.*

Steamship lines.	Nation.	Head office.	Intervals of sailing.	From—	To—
<b>Trans-Atlantic:</b>					
Lamport and Holt Line a..	Belgian-British.	Liverpool...	2 a month...	Rio .....	New York.
Sloanman Line.....	German	Hamburg...	Irregular	Santos .....	Do.
Royal Mail Steamship Co..	English....	Southampton.	Fortnightly <sup>b</sup>	Buenos Ayres.	Southampton.
Pacific Steam Navigation Co.	do	Liverpool...	1 a month...	Chile .....	Liverpool.
Norddeutscher Lloyd.	German	Bremen	do	Santos .....	Bremen.
Hamburg Sudamer Dampf.	do	Hamburg...	Fortnightly	do	Hamburg.
Lloyd Austrian.....	Austrian	Trieste	Irregular	do	Trieste.
Comp. Adrian.....	do	do	do	do	Do.
Société Gén. de Trans. Marit.	French	Marseilles..	1 a month...	Buenos Ayres.	Marseilles.
Chargeurs Reunis.....	do	Havre	do	Santos .....	Havre.
Ca. Messageries Maritimes	do	Bordeaux...	2 a month...	Buenos Ayres.	Bordeaux.
La Veloce .....	Italian	Genoa .....	1 a month...	Santos .....	Genoa.
Navigazione Italo Brasileira.	do	do	Irregular	do	Do.
Mala Real Portuguesa.....	Portuguese	Lisbon.....	1 a month...	do	Lisbon.

a Also has various other sailings stopping here en route for New York when cargo is offered, and has four boats per month from England, returning from Rio to New York when no cargo is offered here.

b Also two cargo boats per month for Europe.

*Steamship lines which touch at points in Bahia consular district—Continued.*

Steamship lines.	Nation.	Head office.	Intervals of sailing.	From—	To—
Bahia Bay, Navegação Bahiana	Brazilian ..	Bahia.....	Various.....	Bahia.....	Various.
Coastwise:					
Ca. Pernambuco	.....do.....	Pernambuco	2 a month.....	.....do.....	Pernambuco.
Ca. Nacional de Nav. Costeira.	.....do.....	Rio.....	4 or 5 a month.	Rio Grande.	Do.
Empresa Industrial Brasileira.	.....do.....	do.....	Irregular.....	Mossoro	Rio.
Lloyd Brasileiro	.....do.....	do.....	4 a month.....	Rio.....	Menaes.
San Francisco River, Empresa Veas do Brazil.	.....do.....	do.....	2 a month.....	Joazeiro	Minas Geraes.

a Consists of several lines sailing daily for Itapirica, Salinas, Madre Deus, Santo Estavao, and Bom Jesus. Tuesday, Thursday, and Saturday for Nazareth, San Amaro, Valencia, and Cachoeira and returning Monday, Wednesday, and Friday.

### RAILROADS.

There has been a slight increase in railroad mileage. The governor of this State in April assisted in breaking ground for a spur of road to run from San Miguel on the Tram Road de Nazareth to Areas, 60 kilometers (37½ miles) distant. This road is to have five stations and will be a great boon to the rich coffee, tobacco, and cattle district through which it will pass, the products of that region at present having to be brought overland to the railroad already in existence.

On August 2, 1899, the Federal minister of interior opened sealed bids for the lease of several of the Federal railroads, including the Estrada de Ferro de San Francisco in this district. This line starts from the northern terminus of the Estrada de Ferro Bahia & Alogoinhas, which connects with Bahia City and runs north 577 kilometers (359 miles) to Joazeiras, on the San Francisco River, the northern boundary of the State. The most favorable bid was that of the State of Bahia, which offered Rs. 150,000\$000, (\$23,625) to be increased 5 per cent each five years with an additional Rs. 80,000\$000, (\$12,600) if the receipts are from Rs. 1,200,000\$000 (\$188,900) to Rs. 1,500,000\$000 (\$236,250) and Rs. 150,000\$000 (\$23,625) if from Rs. 1,500,000\$000 (\$236,250) to Rs. 2,000,000\$000 (\$315,000). As a result, Bahia will most likely secure the management of the road. (Rs. 1\$000 today is 15½ cents United States gold.)

The railroads at present in operation or course of construction in this district are as follows:

Name.	From—	To—	Distance.	
			Km.	Miles.
Estrada de Ferro Bahia & Alogoinhas.....	Bahia City.....	Alogoinhas.....	123.5	76.7
Ramal do Timbo (branch of above).....	Alogoinhas.....	Timbo.....	83	51.5
Estrada de Ferro San Francisco.....	do.....	Joazeiras.....	577	359
Estrada de Ferro San Amaro.....	Santo Amaro.....	Bom Jardim.....	36	22
Estrada de Ferro Central da Bahia.....	San Felix.....	Machado Portella.....	259	161
Ramal da Feira (branch of above).....	Cachoeira.....	Feira.....	45	28
Estrada de Ferro Tram de Nazareth.....	Nazareth.....	Armargosa.....	79	49
Estrada de Ferro Bahia a Minas.....	Carravellis.....	Midas Geraes.....	142	88
Prolong da Tram Road de Nazareth (in course of construction).....	San Miguel.....	Area.....	60	37

Numerous railroads have been projected for several years, but no work has yet been done on them, and for this reason they are not mentioned.

Considerable railroad material, consisting chiefly of engines and parts, has been purchased in the United States during the past year, our engines seeming to give better satisfaction than others, and constituting the greater number now in use on the above lines.

#### NEED FOR AMERICAN STEAMSHIP LINE.

No new lines for foreign trade have been established, and there is still great need for an American line with modern boats and passenger accommodation. At present, this district is dependent for communication with the United States upon one line, with slow antiquated boats, having no certain time of arrival and departure. This might answer if they were exclusively cargo boats, but as they attempt to carry passengers and the United States mail they subject the passengers, our merchants, and local buyers to undue annoyances. As a result, the greater part of the passengers prefer to pay more and go by way of Europe, and as Europe is from five to seven days nearer and there are sometimes two and three mails a week each way, leaving and arriving with certainty, against two steamers per month to and from the States, the European merchants have a decided advantage over our dealers. Then, the freight rates to and from the States are much greater than those to and from Europe. Though our merchants can often quote a lower price f. o. b., their goods become the dearer before they reach the buyer.

As an example of the last-mentioned fact, one of our manufacturers quoted a most favorable price for wrought iron bars delivered on board, but because of the heavy freight charges the importer here paid the European firm higher prices, and then saved money.

Another example, this time of freight charges from here. A firm wished to ship to New York some medicinal roots. The freight charges demanded by the direct line were \$50. He shipped the same roots to England on a fast passenger boat for \$7.50. Again, the charges on hides shipped direct to New York are greater than what the same hides would pay if shipped via Europe, though in the latter case they have to be transhipped, which should add to the charges.

To keep out competition, the present line to the States is in a pool with United States traders, and to operate against a new line the managers reduce the freight and get a greater part of the freight offered at even a slightly higher rate, as every large exporter here knows that he will get from 5 to 10 per cent commission at the end of the year upon all freight paid by the buyers of his products in New York. In other words, the New York buyer pays all freight charges, the Bahia exporter ships by this line and annually draws a return commission, which is an inducement for his patronage.

#### *Present freight rates out of Bahia.*

Article.	New York.		Liverpool.	
	Rate.	Unit.	Rate.	Unit.
Coffee .....	45 cents and 5 per cent.	Bag, 60 kilos ..	22s. 6d. (\$5.47).	1,000 kilos.
Cocoa .....	50 cents and 5 per cent.	.....	22s. 6d. (\$5.47).	900 kilos.
Coquilloes .....	By contract	.....	22s. 6d. (\$5.87).	1,000 kilos.
Hides .....	35s.	650 kilos .....	25s. (\$6.08)	Do.
Plasava .....	By contract	.....	22s. 6d. (\$5.47).	600 kilos.
Rubber .....	50 cents.	60 kilos .....	25s. 6d. (\$6.20)	Do.
Skins .....	53s. (\$12.89)	1,000 kilos .....	25s. (\$6.08)	1,000 kilos.
Wood .....	25s. (\$6.08)	.....do .....	22s. 6d. (\$5.47).	Do.

*Present freight rates out of Bahia.—Continued.*

Article.	Havre.		Southampton.		Hamburg.	
	Rate.	Unit.	Rate.	Unit.	Rate.	Unit.
Coffee.....	22.50 francs (\$4.84).	900 kilos....	20s. (\$4.87) ....	1,000 kilos ..	25 marks (\$5.95).	1,000 kilos.
Cocoa.....	22.50 francs (\$4.84).	700 kilos....	20s. (\$4.87) ....	920 kilos....	25 marks (\$5.95).	Do.
Coquilhos..	22.90 francs (\$4.84).	1,000 kilos ..	20s. (\$4.87) ....	1,000 kilos ..	25 marks (\$5.95).	Do.
Hides.....	22.50 francs (\$4.84).	600 kilos....	20s. (\$4.87) ....	.....do.....	25 marks (\$5.95).	Do.
Piasava....	22.50 francs (\$4.84).	.....do.....	20s. (\$4.87) ....	.....do.....	25 marks (\$5.95).	Do.
Rubber....	22.50 francs (\$4.84).	700 kilos....	20s. (\$4.87) ....	.....do.....	25 marks (\$5.95).	Do.
Skins.....	22.50 francs (\$4.84).	600 kilos....	20s. (\$4.87) ....	.....do.....	25 marks (\$5.95).	Do.
Wood.....	22.50 francs (\$4.84).	1,000 kilos ..	20s. (\$4.87) ....	.....do.....	25 marks (\$5.95).	Do.

## MINING.

Considerable attention is being devoted to manganese mining. One mine was opened during the year, making two now in operation, and there are three or four other deposits in the vicinity of these mines which are being prospected and analyzed with a view to opening them up, should they prove profitable. I have given all the facts relative to manganese in my special report recently submitted to the Department.<sup>1</sup>

There has been a slight increase in the production of diamonds and carbons on account of the great drought and consequent drying up of rivers, the bottoms of which had heretofore been inaccessible by the crude methods of mining. It was estimated that production was this year trebled, yet no one can estimate the value of production or even the amount of export, because the State puts a duty of 16 per cent on valuation besides the 1 per cent demanded by the municipality, and as a result, very few diamonds and carbons are declared, but are smuggled out in baggage.

Gold has been found in the northern part of the State near the coast. It is alluvial gold, and is being taken from the bottom of the almost dry Itapicaru River. As soon as rain falls it will be impossible to mine it, and it will then pay better to cultivate the crops. The mining is being done now because there is nothing else for the people in that section to do, and in this way they can at least make their food.

Mica in fair quantity and quality has been found, but no attempt has been made to mine it.

Monozite sand has not been shipped during the year because of the low price prevailing abroad, but I understand that a cargo will soon be afloat.

Amethysts are found in immense quantity in the interior of the State, but are not being mined because of the low prices prevailing.

Rubies, mostly of small sizes suitable for watch jewels, are found in large quantities in the diamond region, but are not shipped because of the lack of demand.

<sup>1</sup> Advance Sheets of Consular Reports, No. 497, August 8, 1899. Consular Reports No. 229, October, 1899.

## EXPORT TAX.

The chief revenue of the State and the municipality of Bahia is derived from the export tax. The State has inspectors on board all vessels to see that nothing goes aboard without having paid the duty. Besides the Bahia State and city tax, each exporter has to pay a municipal export tax at the point of origin of his goods, and frequently has to pay several municipal export taxes before he gets his goods afloat for a foreign port.

The State derives more than two-thirds of its revenues from the export tax, but because of the great drought and consequent falling off in such products as are usually exported the expenses of the State have far exceeded the receipts, until now the State is desirous of negotiating a loan, pledging its exports as payment for the same.

The following table shows the basis on which this tax is at present collected for the State and municipality of Bahia:

Articles.	State. City.		Articles.	State. City.	
	Per ct.	P. ct.		Per ct.	P. ct.
Cocoanuts (coquilhos) .....	15	2	Other products .....	5	1
Cocoa .....	15	1	Piasava .....	22	3
Coffee .....	13	1	Precious stones .....	13	1
Cigarettes, snuff, and tobacco (in rolls) .....	10	1	Rubber .....	15	3
Cigars (per hundred) .....	2	1	Sands containing minerals .....	22	1
Gold ore .....	15	1	Sugar, raw .....	1	1
Gold and silver (old) .....	15	1	Sugar, turbinad .....	2	1
Hides and skins .....	17	3	Tobacco, leaf .....	15	1
			Woods .....	22	2

In addition, 2 per cent on valuation is collected for statistics.

Where the tax is a percentage of market value, the market value is ascertained through information gathered from the different exporters and dealers, and the official value upon which the tax is paid is advertised each Saturday for the following week.

Sometimes, a competing exporter will quote as prevailing abroad a higher price than really exists, and the price given is advertised as the official value upon which the tax is to be paid. It is consequently so high that those having products ready to ship must spend a great deal of time to prove that the price as given is excessive, or have to wait until the official value falls sufficiently, either from lack of export or recognition of error, to warrant them in shipping. This has been the case several times this year, particularly with tulip wood, coquilhos, and piasava.

## BANKING.

The banks this year have done much less real business than heretofore, though through them there has been a great deal of speculation on exchange. Collections have never been so bad as at present. Many of the stanchest firms have not the cash to meet their obligations and are not able to borrow money at any reasonable figure. The foreign-capitalized banks have plenty of money, but they will loan only against gilt-edged, convertible security, and even then for only short periods. The native banks have loaned up to their limit, and will not now loan on anything, having only sufficient cash available for daily business. With the conditions existing, one would think that there would be a great number of business failures, but there have been none, chiefly

because the foreign creditors realize the conditions and deem it better to wait for payment, which will come with business revival, than to force settlement now and cause bankruptcy, with possibly greater loss.

I am informed that an American bank with branches, as I suggested in last year's report,<sup>1</sup> is to be started the last of this year. It is to be hoped that this is true and that the discrimination against our dollar will then be removed, and our interests will be better protected.

As it now is, our \$5 gold piece is never worth more than the English pound sterling, and frequently it does not bring as much, though the exchange value often makes the sovereign worth considerably less than \$4.8665—its intrinsic value.

This decrease in the value of our gold here is due to three things: First, because at present all transactions in exchange have to pass through London, where a percentage is left for the business; second, because the Brazilian Government discriminates in favor of British gold, accepting only this in payment of the 10 per cent gold duty enacted last year, and that, too, in spite of the fact that we are the largest buyers of her products and are worthy of consideration; third, because only sight drafts are issued against the United States, while ninety days' sight drafts are issued almost exclusively against Europe, and this in itself makes exchange on the United States one-sixteenth penny higher to the milreis, not including the one-sixteenth penny per milreis that is left in London as the draft passes through.

With an American bank, the London commissions would be eliminated, and with the chances of investment of our capital here the Government would find it to its advantage to remove the restriction against our gold.

#### AMERICAN SCHOOL FURNITURE.

There has been considerable American school furniture sold in this district during the year. The State normal school has been entirely refitted with it, at a cost of \$4,500, our furniture supplanting a German imitation, which had been in use about a year. The city of Bahia has decided to furnish with our goods four rooms at a cost of \$6,000, and if this proves as satisfactory as is thought, other rooms will be furnished from time to time. The prosperous American missionary schools have also been buying for their extensions, one school entirely refurnishing five rooms. It is perhaps due mostly to these schools and the attention that they are receiving, that our trade in furniture has received the recent impetus. We can not have as large a market for school furniture as we should have, considering the great need for it here, because the city practically owns no school buildings, the teachers being paid a fixed sum, which is to include rent of schoolroom, accessories, salaries, etc. In many cases, the teachers devote to school purposes one or two rooms in the house in which they live.

It is to be regretted that our traders in school supplies do not cater to trade here. I have been told that there could be a larger number of our maps and educational charts sold here if our publishers would print the words in some Latin language, preferably Portuguese, or in lieu of that, French, which is studied in most schools. The maps now in use are in French, and are much inferior to those we produce.

<sup>1</sup>Commercial Relations, 1898, Vol. I.



## HIDES AND SKINS.

Greater quantities of hides and skins than ever before known to Bahia have been shipped during the past year. This is the only business that prospered as a result of the drought. The people in the stricken region were compelled to kill their cattle as a result of lack of pasture and water, until in many regions the number of cattle has been so reduced that there are not enough for breeding purposes. With abundance of rain and pasturage it will take several years for the cattle to increase to their former number, and the hide and skin business, which was the last to feel the result of the drought, will be the last to recover and will be practically dead for a few years at least.

I can not find that there are any of the bad cattle diseases, such as those of foot and mouth, in this district. Nearly all of the hides shipped from here are arsenic cured. There is always an abundance of strong arsenic solution used in curing, more for the protection of the cured product than for disinfecting purposes, as unless a strong solution is used the hides and skins will be riddled by worms and bugs before they can reach the market.

## CROPS.

*Coffee.*—There were 312,347 bags of 60 kilos (132 pounds) each marketed from this district last year. The present crop promises to be larger than last year; but on account of the low prices abroad coffee raising has ceased to be as profitable as heretofore. From my observation in the coffee district, I am inclined to believe that there would be a greater production of a better grade of coffee, which could be gathered cheaper than is now the case, if the planters would cultivate and trim their trees, instead of allowing them to grow as they will, as at present, and losing much time by having to hunt for such limbs as are productive, though almost inaccessible on account of the dead branches surrounding them. The crop coming on now is estimated at 350,000 to 380,000 bags of 60 kilos each.

*Tobacco.*—As predicted in my last year's report, tobacco suffered severely from the drought, and the crop was only about a third of its usual size, while the quality was very poor. As a result, the Bahia cigar maker presented the anomaly of having to import tobacco which Bahia had two years ago sold to Hamburg, and which had been on storage there. The present crop promises to be large, as the greater part of the tobacco region has recently been blessed with copious and frequent rains.

*Cocoa.*—Bahia is fast becoming a leader in cocoa. The plantations are located in the southern part of the State, near the coast, and considerable attention is being paid to the planting of new trees. As a result, the crop is rapidly increasing, and from the number of people who are going into the business, as a result of last year's high prices, it would seem that it may soon be as overdone as was coffee. There were 139,675 sacks of 60 kilos exported from here during the past season, and it is estimated that the coming crop will be 175,000 sacks.

*Woods.*—There has been considerable trade in rosewood this year, and a deep red-colored wood, called "tulip wood," has sprung into prominence. The woods are mostly cut to order in the interior of the State, in logs about 5 feet long, this size being used because they

have to be brought considerable distances by pack animals. The supply of various high grade wood is very great, but is mostly inaccessible to transportation facilities.

#### NEED FOR TRANSPORTATION FACILITIES.

There is great need for better transportation facilities for the interior of the State. There are sections which are very productive, but are handicapped in getting their things to market. Some of these sections were not affected by the drought; but as there is a large strip of dried up country between them and the markets here, and as the only means of communication is by pack animals along bridle paths, and there is neither water nor food for man or animal in route, it becomes necessary to take provisions along, thus lessening the cargo capacity of the animals and materially increasing the expenses of a journey. As a result, not only has produce of the interior been shut out of a market, but people residing there have been compelled to pay many times the normal value for necessities taken from Bahia.

Railroads would do much to relieve this, and at the same time, by bringing the region into closer communication with the markets, would develop a very rich section of the country.

#### STREET-CAR LINES.

There has been for some time an overhead-electric railroad in Bahia. It was poorly equipped by a German firm for a local company; but, as it was never paid for, an arrangement was made last year by which the German firm has taken the road. The rolling stock has been in a deplorable condition, due to rough usage, combined with improper construction. At present the roadbed is being reconstructed, new rails being put down, and the line improved in other ways.

There are several more important street-car lines run with mule power, and cars of ancient pattern. It would be a good investment to purchase these lines and equip them with modern electric cars. In spite of their poor equipment and multitudinous employees they are a good investment, and with advanced methods of administration they could not help but yield a large return for the capital invested.

#### FAULTY PACKING.

I again call the attention of our exporters to their faulty packing, as I am constantly hearing complaints relative thereto. I was called in a few days ago by a large importer of American novelties, such as oil stoves, labor-saving household articles, and general small hardware and machinery. I was shown some improved baking pans and a combined charcoal-burning sad iron and fluter. He had purchased them through a New York commission house, which has been doing business with Brazil for years and ought to know how to pack, yet the pans had been put with heavy articles which had dented and bent them so as to make them unsalable. The combined fluting and sad irons had been wrapped with paper only, and had bumped together so that some of the irons were broken, and in nearly every case the fluting part had been mashed almost flat. Along with this order had been sent bicycle lamps and parts, and these were indiscriminately mixed

in different cases, and were not only injured, but had to pay higher duty and custom-house brokerage because they were classified as found, while if they had been packed in a case together, they might have been declared as "bicycle parts and sundries," thus saving in duty and other expenses.

At the request of one of our manufacturers of office desks, I suggested the names of several firms who might act as his agents. They succeeded in getting orders, and were opening up business which might have amounted to something had the desks been crated securely, as requested. They were at first; but then came a lot with nothing but a little excelsior and bagging, and the desks when opened were found broken and considerable money had to be spent in repairing them, with no prospect of making them look well.

The great trouble is that our exporters will not follow packing directions, or pack to suit Bahia, but instead pack to suit themselves; while the European merchant studies the requirements of the market and will pack according to any directions. He charges extra for departure from customs, but the merchant here never objects to paying the slight additional amount.

All our exporters should study the tariff and try to pack and invoice in accordance therewith, and until they do they can not hope to compete with the European exporter, who pays strict attention to these things.

For detailed information along this line, I refer to my last year's report, published on pages 832 to 837, Volume I, Commercial Relations of the United States for 1898.

#### BICYCLES, CARRIAGES, AND TRAPS.

A few bicycles have been imported during the year. The preference seems to be for our wheels, though on account of the hills on which Bahia is situated, the roughly paved streets, and the total lack of country roads, wheeling can not be a pleasure, and there will never be much demand in this line.

For this same reason there has never been any demand for carriages and light traps; and because of the steep hills between the commercial and residence sections of the city, only small drays built of very strong native woods are used, and there can be no market for our heavy trucks. No stores attempt to deliver their goods, and though they may send them to you it is always at your expense. Such things as pianos and furniture, as well as small packages, are moved on the heads of laborers at a very reasonable rate, so there is no demand for vehicles doing that class of work.

#### ELEVATORS.

Several freight elevators for large warehouses have come from the United States, but the demand in this line is very limited, because about all of the warehouses have been equipped and no new ones are being built. There is no market for passenger elevators, as there are few buildings of more than three stories, and an utter lack of office buildings as we know them.

## SADDLES AND BRIDLES.

A good trade could be built up in bridles and saddles, as most Brazilians own horses and spend the greater part of their holidays and Sundays in the saddle. At present, the greater part of the saddles comes from England, but there seems to be a demand for saddles of the type used by our cavalry and in the far west of our country. Several men who have imported saddles of that type from the United States have been besieged by those wanting to buy them, and offering fancy prices for them.

## PASSPORTS.

Passports are never requested by Brazilian authorities, but it is always well for anyone coming here to have one to prove identity should any trouble arise.

## COMMERCIAL TRAVELER TAX.

By law, the municipality exacts a tax of Rs. 100\$000 (\$15.75), payable but once during a year, on every agent or commercial traveler coming here to do business. As most of the travelers have commercial houses here said to be acting as local agents, while the travelers themselves claim only to be showing goods under the direction of the local agents, the tax is seldom collected.

## REQUESTS FOR INFORMATION.

During the year, this consulate has answered many hundreds of letters from our firms seeking business in this district. In each case the information has been specific, giving price, origin, and class of articles now used, duty, and merchants handling goods, and the collection of this data has often involved considerable work. Though several of our firms are doing business with Bahia as a result of information furnished, only three have had the good grace to even acknowledge the receipt of my letters.

## PENALTY POSTAGE.

In many cases, our firms send letters to Brazilian firms with only a 2-cent stamp upon them, and as a result double postage has to be paid here for their delivery. In the case of the consulate, one letter in every five is shortpaid. I have had merchants here say that they would not deal with our firms because of this constant occurrence, while I know of firms refusing to receive the letter unless they knew it was likely to be of particular interest to them.

## HOW TO DO BUSINESS.

Firms wishing to do business with Brazil need first to study the market and become acquainted with its wishes and peculiarities. A good traveler who can speak Portuguese is worth more than a ton of circulars or catalogues, which are seldom read when printed in Portuguese, the language of the country, much less when in English, which is unknown. It is surprising to see how some of our largest firms do

not realize these facts, and also the fact that, though the consul can and will furnish specific information, it is outside of his province to act as a drummer, as many would have him. If the firms intend to try to do business by correspondence they must do the initial writing, and not expect companies here to write them first, when Bahia is full of German and English travelers, speaking the language of the country and seeking orders from the merchants along all lines. Several of our large firms, one of them being among the largest meat packers in the United States, have written requesting me to see the large importers here and have them write for terms, etc., as if it were a condescension on the part of our firms to do business with the merchants here.

#### LIGHTERAGE.

One of the greatest drawbacks to trade is the fact that there are no wharves on which goods from trans-Atlantic ports can be landed. All goods must be put in lighters, very much resembling the Noah's arks of childhood days. These lighters are anchored before the custom-house to await their turn to discharge. Discharging is a very slow process, there being often so great a delay that steamship companies have to pay large sums for demurrage. As freight charges include landing at the custom-house, they are always sufficiently high to cover any possible delay, and freights to Bahia are consequently much higher in proportion than to Rio or Buenos Ayres, where discharge is more rapid, or practically immediate.

There are three lighter companies, all of which are entirely independent of the steamship lines. During the year one of these companies has changed hands, having been purchased by an English company in the coal, lighterage, and steamship repair business at various points along the coast.

#### GOLD IMPORT DUTY.

The 10 per cent gold import tax, put into effect last year, has been the excuse for the elevation of the prices of all imported articles here, though the exchange has been sufficiently above last year's figures to more than compensate for the increase of duty occasioned by requiring the payment of one-tenth of the duty in gold.

By the Government's arrangement with the banks, there has been little exchange of real gold. The banks have issued certificates in lieu of the actual gold duty to be paid by each importer, and these certificates are paid into the custom-house. At the end of each month, the custom-house returns these certificates to the bank and receives in exchange a draft on London for the full value of the certificates returned.

This system was made necessary on account of the total lack of Brazilian gold and the small amount held here of British gold—the only gold which the Government will receive. As the gold duty is set aside to pay the interest on the national debt, the bonds of which are held in Europe, the Government is relieved of having to pay for the transportation of the actual metal, and also increases its revenue by requiring federal bill stamps on the original certificate which is paid into the custom-house, and again on the draft which is given in exchange for the same.

## EXCHANGE.

For the twelve months ending June 30, 1899, there have been many fluctuations in exchange.

It was thought that the funding loan made by the new President just prior to his inauguration, the spirit of economy evinced early in his Administration, and the 10 per cent gold duty enacted would cause exchange to go up to a higher point than it had reached for years and remain there. The people still have confidence in the Administration, but fluctuations have been as marked as ever.

There has been, however, very little difference in the milreis price of living expenses, or the price of imported goods. The prices are still calculated at the rate necessary when the milreis was worth less than 12 cents of our money, though it has been worth much more than that throughout the year.

The following table shows the highest and lowest exchange rate for each month of the year, and is worthy of study by our exporters, showing, as it does, the extra hardships to which business is here subject:

Month.	Rate per milreis.		London, per pound.		New York, per dollar.		Paris, per franc.		Hamburg, per mark.	
	Low-est.	High-est.	Low-est.	High-est.	Low-est.	High-est.	Low-est.	High-est.	Low-est.	High-est.
	<i>Pence.</i>	<i>Pence.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>
July, 1898 .....	7	7½	328000	348285	68703	78190	18271	18362	18570	18682
August .....	7½	7½	818604	838246	68619	69059	18256	18321	18560	18581
September .....	7½	8½	288312	324183	68131	68731	18165	18277	18438	18576
October .....	8½	8½	278042	288372	68649	68038	18074	18147	18326	18416
November .....	8½	8½	278428	288764	68731	68015	18090	18148	18345	18411
December .....	7½	8½	288872	328406	68038	68799	18147	18287	18416	18500
January, 1899 .....	7½	7½	318219	328061	68537	68008	18240	18310	18531	18617
February .....	6½	7½	328406	348809	68789	78324	18237	18387	18500	18712
March .....	6½	6½	848439	358720	78223	78497	18368	18419	18639	18752
April .....	6½	7½	328820	348809	68878	78324	18304	18387	18610	18712
May .....	7½	7½	308355	328820	68353	68878	18206	18304	18499	18610
June .....	7½	8½	298312	308355	68131	68353	18165	18206	18438	18499

The quotations on London, Paris, and Hamburg are the banks' selling rate for ninety days' sight bills, the sight rate being about one-sixteenth penny per milreis higher, while the rate given on New York is at sight and is about one-sixteenth penny more per milreis than the sight rate on London, Paris, and Hamburg. The banks' buying rate is from one-sixteenth to three thirty-seconds below the selling rate.

## STAMP TAX.

The State government for some years has been requiring all notes, checks, bills of exchange, etc., originating in this State to bear State bill stamps, and the Federal Government has also insisted that such papers should have only Federal stamps. This for a long time caused a clash between the Federal and State governments, the contention being based on article 9, section 1, of the Federal constitution, which says, "It is the exclusive business of the States to decree, first, taxation by stamps on acts of exclusively State attributes, which do not affect the economy of the nation." The whole contention hinged on the interpretation of what really constituted the separate interests of the State and Federal governments, or our old question of "State rights"

under a new form. To prevent illegality of papers, many people put both Federal and State stamps on them.

By the law signed by the President last month, this matter seems to have been settled and State stamps are to be used only on such papers as are purely of State import, and are not likely to come before any Federal authority for consideration. The public is now complying with the recent law and the State is making no objections to its enforcement.

As a result of the law, it is now necessary to put 300 reis Federal stamps on all checks, instead of the 100 reis stamps which the State has heretofore required, while bills of exchange, drafts, and the like pay at the rate of 1 milreis plus 1 per cent on every thousand milreis of value.

As a means of increasing the revenue, the Federal Government by an act of December 31, 1899, also imposed a stamp tax varying in amount for different articles, whether of home or foreign production. This list includes shoes, slippers, patent medicines, soaps, perfumes, preserves and jellies, mineral waters, matches, candles, vinegar, tinned goods, playing cards, cigarettes, and cigars.

The tax on cigars has operated chiefly against Bahia, which normally is a large producer of tobacco and manufacturer of cigars and cigarettes. On this account, as well as the decrease in last year's crop of tobacco, as noted above, the cigar industry has been severely crippled. The stamp tax on cigars has, under this law, been increased from 500 reis (7 cents) to 2,000 reis (28 cents) per box of 100, of whatever grade, and requires that each cigar shall bear the stamp instead of the boxes being stamped as heretofore.

#### LIFE INSURANCE.

Some years ago our life insurance companies did a large business in this district, but they were compelled to withdraw from the country on account of the severe and discriminating laws which were enacted. Those who had been insured and who continue to pay their premiums are still carried on the books of our companies, but no new business is being done. The insurance business is now in the hands of local and national companies, but few are being insured on account of the lack of confidence.

#### CABLE AND TELEGRAPH COMMUNICATION.

Communication with the United States is effected by means of an English cable all along the coast from Para to Buenos Ayres, and via St. Vincent to Europe.

The Brazilian Government owns a land system of telegraph, which extends along the coast and to many of the towns of the interior.

The present rate from here to New York is 8\$160 (\$1.14) per word, and seldom changes in milreis price as the result of fluctuations in exchange, except after intervals of three months.

#### IMPORTS.

It is impossible to give the imports into the port of Bahia either by value or amount. Though a special tax is levied upon all imports for statistical purposes, on account of the lack of clerks in the custom-

house no attempt is made to keep statistics, and what little I have from time to time furnished I have had to get from the manifests of ships entering the port, and, though correct, this entails a great deal of work.

## EXPORTS.

Through the aid of the Commercial Association and ships' manifests, I am able to give the following information relative to the exports from this district to June 30, 1899:

*Exports for year 1897.*

Articles.	United States.	Argentina.	Austria.	Chile.	England and colonies.	France.
Amethysts..... packages						23
Cocoa..... bags of 60 kilos	11,362	3,924	600	76	43,719	14,969
Coffee..... do	189,970	1,425		250	21,207	31,129
Cigars..... packages		18			7	
Copaiba oil..... barrels	29					
Coquilhos..... bags					135	6,315
Diamonds..... packages						5
Gold and silver (old)..... cases						9
Hides:						
Dry..... number	19,163				14,222	8,932
Salt..... do	19,996				2,002	13,538
Honey..... packages		50			20	
Horns..... bags						
Monozite..... do			850			
Piasava..... volumes		334		2,599	57,578	88
(bundles)				866	19,189	
Rubber..... volumes	1,381				1,068	392
Skins..... bales	1,689				52	
Sugar..... pounds	1,175,779				1,702,818	
Ticum..... packages					76	6
Tobacco, leaf and rolls..... pounds	160	792,069				2,831,765
Wood:						
Rose..... logs	2,181				2,520	1,860
Brazil..... do	893				41	
Various..... do						

  

Articles.	Germany.	Italy.	Portugal.	Spain.	Total.
Amethysts..... packages	79				102
Cocoa..... bags of 60 kilos	49,625	2,205			126,480
Coffee..... do	40,473	7,364	174	653	292,635
Cigars..... packages	15		2	2	44
Copaiba oil..... barrels	182				211
Coquilhos..... bags	745				7,196
Diamonds..... packages					5
Gold and silver (old)..... cases					9
Hides:					
Dry..... number	31,661	17,413	202		91,593
Salt..... do	77,136	4,867			117,539
Honey..... packages	16				86
Horns..... bags	1,572	505			2,077
Monozite..... do					850
Piasava..... volumes	2,813		1,986		65,448
(bundles)	953		661		21,699
Rubber..... volumes	593				3,424
Skins..... bales	2				1,743
Sugar..... pounds					2,878,597
Ticum..... packages			217		299
Tobacco, leaf and rolls..... pounds	52,427,504				56,051,338
Wood:					
Rose..... logs	279	99	315	175	7,429
Brazil..... do	2,392				3,525
Various..... do	208		43		251



*Exports for year 1898.*

Articles.	United States.	Argentina.	Austria.	England and colonies.	France.	Germany.	Italy.	Portugal.	Total.
Amethysts packages.....				16	4	50			70
Cocoa.....bags.....	28,417	5,124	200	27,285	42,221	28,224	6,504	1,700	139,675
Coffee.....do.....	197,063	6,515	1,860	20,045	28,656	51,274	11,485	449	312,347
Cigars.....packages.....		4		3		6		8	21
Copalba oil.....barrels.....	14			10		573			597
Coquilhos.....bags.....				326	15,885	861	19	83	16,674
Diamonds.....packages.....				2	5				7
Gold and silver (old), cases.....				4	9				13
Hides:									
Dry.....number.....	81,524			12,098	33,000	40,162	8,450	1,148	176,372
Salt.....do.....	14,392			3,000	7,500	78,867	8,450	1,000	102,709
Honey.....volumes.....				9		62			71
Horns.....do.....	35				3	1,285	878		2,201
Manganese.....tons.....				750	891				1,641
Monozite.....do.....				1,300		2,558			3,858
Piasava {volumes.....	39	744		44,746	100	5,723		3,978	55,830
{bundles.....		656		15,228		432		684	17,000
Rubber.....volumes.....	457			1,560	265	1,076			3,358
Skins.....bales.....	2,681			233					2,974
Sugar.....pounds.....	4,217,852			1,948,470	6,178				6,172,495
Ticum.....packages.....								155	155
Tobacco, leaf and rolls, pounds.....				4,071,886	5,239,886	54,842,485			64,153,607
Wood:									
Rose.....logs.....	3,406	12		1,614	247			973	6,252
Brazil.....do.....	258				230				488
Various.....do.....	1,805	485		1,882	987	23		771	5,908

*Exports from January 1 to June 30, 1899.*

Articles.	United States.	Argentina.	Austria.	Belgium.	Chile.	England and colonies.
Cocoa.....bags.....	10,747	1,660	300	4,360	4,910	21,588
Coffee.....do.....	105,531	1,545	1,120	2,321		3,347
Cigars.....packages.....						1
Copalba oil.....barrels.....	22			360		42
Coquilhos.....volumes.....				1,921		470
Gold and silver.....cases.....						10
Hides:						
Dry.....number.....	63,005					18,565
Salt.....do.....	8,849					2,724
Manganese.....tons.....	4,522					
Piasava.....volumes.....		510		1,377		10,287
{bundles.....		70		250		4,093
Rubber.....packages.....	211					547
Skins.....bales.....	1,931					385
Tobacco (leaf).....bales.....		384		389		5,810
Woods.....logs.....	1,116					1,383

Articles.	France.	Germany.	Italy.	Portugal.	Total.
Amethysts.....packages.....		49			49
Cocoa.....bags.....	9,656	16,375	1,252	1,250	72,098
Coffee.....do.....	5,981	6,347	3,215		129,407
Cigars.....packages.....		8			9
Copalba oil.....barrels.....					424
Coquilhos.....volumes.....	2,520	1,701			6,612
Diamonds.....packages.....	1				1
Gold and silver.....cases.....	2				12
Hides:					
Dry.....number.....	19,175	27,925	10,043		133,743
Salt.....do.....		32,343			88,916
Honey.....packages.....		45			45
Horns.....do.....		1,412	281		1,698
Manganese.....tons.....					4,552
Monozite.....do.....		180			180
Piasava.....volumes.....		8,901			21,075
{bundles.....		4,804		5,212	13,929
Rubber.....packages.....		301			1,059
Skins.....bales.....					2,328
Ticum.....volumes.....				98	98
Tobacco:					
Leaf.....bales.....	23,796	59,608			94,987
Roll.....rolls.....		4,300			4,300
Woods.....logs.....	825	428		849	4,601

*Declared exports to the United States for years ending June 30, 1898 and 1899.*

Articles.	Value.		Articles.	Value.	
	1898.	1899.		1898.	1899.
Carbons .....	\$1,615.18		Oil (copaliba) .....	\$376.26	\$1,740.80
Cocoa .....	132,724.29	\$614,527.67	Plasava .....	204.73	
Coffee .....	1,935,925.06	1,264,445.31	Rubber .....	92,566.86	45,459.38
Copal gum .....	1,572.57		Skins: .....		
Feathers .....	4,571.96	2,808.81	Goat .....	224,625.47	387,553.10
Gold and silver .....	868.73		Sheep .....		42,308.48
Grasses (fancy) .....	40.95		Kip .....		2,108.34
Hair .....	702.92	450.34	Sugar .....	91,349.68	
Hides: .....			Wax .....		906.59
Dry .....	269,737.50	335,306.74	Wood (tulipand rose) .....	28,157.68	26,316.91
Salt .....		28,246.43			
Horns .....		154.66	Total .....	2,785,339.84	2,797,483.06
Manganese ore .....		45,099.50			

*Nationality of ships carrying exports from January 1 to June 30, 1899.*

To—	English.	Belgian.	Ameri- can.	French.	German.	Italian.	Austrian.	Portu- guese.
New York .....	14	9			2			
Baltimore .....			2					
Philadelphia .....	1		3					
Hamburg .....					25			
Bremen .....					10			
Southampton .....	14							
Liverpool .....	6							
Havre .....				5				
Marseilles .....				6				
Bordeaux .....				7				
River Plate .....	8			3				
Genoa .....						5		
Valparaiso .....	2							
Lisbon .....								2
Antwerp .....	1							5
Trieste .....							3	

*Number, tonnage, and nationality of steamships entering and clearing from Bahia during 1897 and 1898.*

Nationality.	1897.		1898.	
	Number.	Tonnage.	Number.	Tonnage.
Austrian .....	14	20,692	13	18,352
Belgian .....	32	83,428	29	49,300
Brazilian .....	318	271,115	195	245,582
British .....	183	420,017	180	427,710
French .....	89	352,076	92	341,242
German .....	138	271,703	135	281,381
Italian .....	12	16,519	13	18,070
Portuguese .....	4	9,004	21	48,400

*Nationality, number, and tonnage of all sailing vessels entering and clearing from Bahia in 1897 and 1898.*

Nationality.	1897.		1898.	
	Number.	Tonnage.	Number.	Tonnage.
American .....	21	11,411	13	6,692
Argentine .....			1	691
Brazilian .....	61	10,871	44	7,368
British .....	43	14,866	60	18,052
Danish .....	4	1,872	2	803
Dutch .....	3	580		
German .....	5	2,504	9	3,728
Italian .....	3	1,482	2	746
Swedish and Norwegian .....	85	41,613	57	30,971
Portuguese .....	10	2,412	11	3,306
Russian .....	2	655	4	2,403
Spanish .....	1	258		
Total .....	238	88,524	203	74,760

H. W. FURNISS, *Consul.*

*BAHIA, August 22, 1899.*

## SUPPLEMENTARY.

I am in receipt of circular instructions of July 10, and in reply beg to state that I have already forwarded, under date of August 22, my annual report on trade relations.

I would add the following:

## FREIGHTS.

Since making my report, freight charges to New York direct have been raised as follows: Coffee, to 55 cents and 5 per cent per bag of 60 kilos (132 lbs.); cocoa, to 55 cents and 5 per cent per bag of 60 kilos; hides, dry, to 38s. (\$9.23) for 650 kilos (1,432 lbs.), and skins to 58s. (\$14.38) for 1,000 kilos (2,204 lbs.). Freights to other points have remained unaltered.

## QUARANTINE.

All vessels proceeding from ports where cholera or plague is present are ordered to Ilha Grande quarantine station, where they are put under observation for ten days and are disinfected before allowing to land passengers or freight. Such cargo as potatoes, onions, and other things which can not be disinfected and have been shipped from infected ports are refused entry into Brazilian ports.

Vessels having yellow fever or smallpox on board are quarantined and disinfected in the ports in which they seek entrance; all expense of disinfection and quarantine to be at the expense of the several vessels.

H. W. FURNISS, *Consul*.

BAHIA, *October 5, 1899.*

## PARA.

The foothold American manufacturers have secured throughout the States of Para and the Amazonas within the past two years is remarkable. Thirteen American engines reached here this week, with a large quantity of tools. Each of the two fleets plying between Para and New York has recently been largely increased, and are yet insufficient to meet the demands at New York. There is no diminution in the demand for United States products. There are now 25 drummers representing our houses in this region where two years ago there was but one.

There is in the States of Para and Amazonas an opportunity for the investment of millions of dollars in private enterprises, not to mention the enormous amount of Government work to be done. Apart from the agricultural and mineral resources, there are waterworks, market houses, hotels to be built; tramways, ice plants, sewerage systems to be constructed; streets to widen and pave; docks to be built, rivers to be dredged, custom-house to be enlarged, and many other contracts soon to be given out. Already, some rare opportunities have slipped through American hands.

The hour has arrived when we must energetically seek new fields to market our surplus products. The markets of the world are open to us, and particularly is this true in these regions. In widening our field of distribution there are many reasons why it is of importance

to create markets for our manufactured goods as distinguished from raw materials. The percentage of profit is said to be much larger on manufactured goods than on raw materials. The market, while more difficult to win, once well developed is less vulnerable to competition. The United States is becoming yearly more of a manufacturing nation. If conditions in northern Brazil can be accepted as an index, the fiscal year of 1899 will prove the banner year of our foreign trade, imports from our country, according to the customs returns, being more than twice the value ever recorded for a like period.

How can this export trade be further developed? By the establishment of international banking facilities based upon a currency of undoubted stability; by controlling means of transportation; by manufacturing that which is most suitable for the needs of foreign markets; by intelligent legislation, commercial treaties, and bright and active representation abroad.

One of the first steps toward the extension of our export trade in the neutral markets should be the establishment of our own banking facilities. In London alone there are no less than sixty incorporated banks, having for their sole function the conduct of international finance as related to commerce; and these have branches and agencies in all foreign ports. Similar banking institutions exist in Germany and France, for cooperation with the exporters of each of these countries; but there is not a United States bank, or even a branch of one in South America, unless it has been established and put into operation within the last few months. By means of superior transportation facilities, Europe is nearer to South America in point of time than the United States. Lines of steamships to all important parts of South America could be established, if liberally aided by mail contracts with our own and other interested countries. I would advise a company that contemplates establishing such a line, however, to provide a number of lighters for use at South American ports.

In an interview with Mr. Augusto de La Rocque, president and director of the Commercial Bank of Para, I was informed by him that he had ordered a large amount of machinery from the United States, but owing to insufficient means of transportation he was greatly inconvenienced by the delay in delivery. A direct freight service is essential to the proper increase of trade with these countries. The revival of American shipping would be of great benefit to our nation. It is conservatively estimated that we are now paying about \$300,000,000 a year to foreign shipowners to carry our freights, and that since the close of the civil war we have paid out a sum for the same purpose greater than the largest figure ever attained by our National debt, while the expenditure of a couple of million dollars annually for subsidies would have enabled us now to be carrying our freights principally in our own vessels.

The United States has largely benefited by the prosperity and activity which is sweeping over northern Brazil, and if the demand for American products continues unchecked, as in all probability it will, additional preparations will have to be made to receive our goods, as at present the enlarged custom-houses are filled to their utmost capacity.

What the United States needs is to establish sample warehouses in every wide-awake South American city. It is impossible to reach these people effectively through the medium of letters. The establishment of warehouses is the best solution of the problem, and the only other way is to send a careful representative.

There is, I think, no presumption in the claim that the increase in the demand for products of the United States throughout northern Brazil (my consular district) is due in a measure to my constant hammering at the very doors of American manufacturers. Our manufacturers have not only accomplished a vast amount of good here recently, but the foundation has been laid for greater results in the future.

Para, correctly speaking, is a city of tradesmen. In fact, there are only two States in all Brazil where manufacturing industries are making headway—they are Rio and Sao Paulo. There is in Para, however, a rope factory, which supplies Brazil with its products at cheap prices. This country abounds in trees yielding fibers from which thinnest twine as well as the thickest rope can be made.

The ice industry, under the management of Dr. Bolonha, in Para, has been exceedingly profitable. There was formerly in Para an ice plant of French construction. Recently, Dr. Bolonha visited the United States and purchased an outfit there. The officials of the other plant quickly discovered that it was impossible to compete either in quality or quantity of ice. The owner was forced to sell to Dr. Bolonha, who now owns three different plants in Para and one in Manaos. All represent the latest American machinery, and each gives highly satisfactory dividends.

I am informed that Senhor Vicente de Miranda, a Brazilian, has ordered from the United States another ice plant, to be constructed here in Para. The population is rapidly increasing, and with it the demand for ice.

Dr. Bolonha has also an enterprise in the amusement line. Any form of entertainment is well patronized here. There are many concert halls, carousels, etc. Dr. Bolonha has purchased in New York a scenic railway. He brought with him an American engineer; also an artist to put on the finishing touches.

A new industry is about to be put in operation in Para—the manufacture of beer. The Government has given a concession to the company for the exclusive right of making beer in this State. The ground has already been broken for the erection of the brewery, and no time will be lost in completing it.

K. K. KENNEDAY, *Consul*.

PARA, August 23, 1899.

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#### SUPPLEMENTARY.<sup>1</sup>

There is a broad and steady expansion of United States trade in northern Brazil, and the way is gradually being paved to closer commercial relations with South American merchants.

Para reminds one of our Western cities, there is so much thrift and enterprise here. Hotels and apartment houses are going up in the principal parts of the city, ice factories, breweries, brickyards, sugar mills, new additions to custom-house, and the fast-climbing walls of other buildings, including a female academy, furnish evidence of expansion. Para has a marine arsenal, a botanical garden, a museum, a library, good schools, a theological seminary, a cathedral, and three theatres. The chapel of Nazare is noted, and its yearly festival attracts thousands of people.

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<sup>1</sup> In reply to circular of July 10, 1899. Digitized by Google

It has been officially announced that the city contains a population of 165,000 inhabitants. It is artistically laid out, especially in the residential section. The dense mangrove trees, forming a picturesque arch, add to the attractiveness of the city.

The chief industry of the section is the cultivation of rubber. Other products are: Brazil nuts, tobacco, hides, cocoa, manioc, and sugar cane (principally for manufacturing rum for local consumption). Para supports four daily papers, fifteen brickyards, two electric plants, three carriage factories, two rope, two ice, two paper, and one powder factory.

The most momentous commercial event in modern times has been the development, in the past two years, of an enormous export trade in articles of American manufacture, not only in northern Brazil, but in every corner of the world. The American exporter and the foreign buyer are gradually but surely getting in closer touch. We are not only holding our trade in northern Brazil, but are extending it steadily. With well-directed effort, American manufacturers will capture the entire South American markets. The excellence and cheapness of our products, coupled with their artistic finish, defy competition. Only recently have we begun to grasp the vast commercial importance of more intimate relations with the Latin-American republics. The present era of expansion, with its breaking down of trade barriers, has revealed to us enormous possibilities. The chief secret in foreign trade is to gain intimate acquaintance with your customer—a perfect knowledge of his wants, tastes, and methods. An up-to-date salesman, who speaks the Portuguese language, and who will make a careful canvass and study of the people, the country, and its needs, is certain to return from here with a book filled with orders. He will have accomplished more than this—he will have learned exactly what is wanted, and who the desirable customers are, and have laid the foundation for a business which will grow hourly.

I am convinced that it is important to establish warehouses to exhibit United States products in every corner of the world where foreign trade can possibly be obtained. We should place on exhibit everywhere all of our newest and most promising appliances and productions—all that tend to confirm our existing supremacy in the markets of the world. A well-trained and skilled salesman should be stationed at every post, so that our goods would be exhibited to advantage.

American products are pouring into northern Brazil by shiploads. Every vessel that comes from the United States is filled to its utmost capacity with our goods. The unhappy feature, however, is that they are hauled in British instead of American bottoms. How long will our capital be content to see its earnings lessened by the enormous tolls paid to the merchant marine of Great Britain? If we are to have a capable merchant marine, it would seem important if not absolutely necessary to extend its protection.

The revival of United States shipping would immensely benefit our nation. It would increase our income hundreds of millions of dollars. It would reopen old shipyards and produce new ones. It would create new avenues for foreign trade.

#### BANKING FACILITIES.

It is conservatively estimated by experts that our Brazilian trade for the present year will aggregate, in round numbers, upward of

\$150,000,000, and almost the entire amount, as in the past, is being done in European exchange. British coffers are being filled to overflow with our money. American banks established at the principal ports of South America would capture all of this money. Besides yielding handsome returns, they would immensely facilitate trade. Interest rates range from 10 to 12½ and 15 per cent and upward. Gilt-edged loans can be placed at from 2 to 3 per cent per month. Banks here have an established rate for everything, including information as to the standing of an individual. Discount charges are simply enormous.

Exchange continues to fluctuate markedly. At present, however, a firmer tone has set in.

#### COLD STORAGE.

I observe that there is of late a steadily growing demand for a modern cold-storage plant. I would urge our capitalists to look into this matter. I believe this to be a rare opportunity for safe investment. Not a single cold-storage plant exists, so I am advised, along this coast. Beef and other perishable stuff, like vegetables, fruit, and canned foods, could be kept indefinitely, whereas at present meats must be consumed the day killed.

#### STEAMSHIP LINES.

There are two steamship lines plying between New York and Para, both British, viz, the Booth Steamship Company (Limited) and the Red Cross Line. Each has added five freight-carrying steamers, with an average tonnage of 5,000, to its fleet since the beginning of July, 1897, and with this enormously increased carrying capacity the lines fail to meet present requirements. Para merchants who have placed orders for our products in New York complain of not being able to receive their goods promptly, not because the orders have not been instantly filled, but because of insufficient transportation facilities.

#### MACHINERY.

Merchants in these regions have awakened to the superiority of United States machinery and tools. Every hardware establishment in northern Brazil carries a general line of these wares. One American is here to place in working order seven sugar mills, all supplied with our apparatus. The Baldwin Locomotive Works are erecting engines for two electric plants here, and have three large contracts to place new engines and other new equipments in working order at Manaus, and I have just been advised that a wealthy Brazilian promoter, Mr. Bolonha, has placed an order in the hands of the Baldwins for three immense engines. This company has secured a most substantial foothold in Para and up the Amazon.

#### BOOTS AND SHOES.

United States manufacturers are not making as rapid strides in this line as they should, except in rubber goods. The latter are in fairly good demand and the outlook is encouraging. So far as I can learn, no concerted effort is being made in the direction of creating a demand

for our footwear. The superiority of workmanship, style, and finish is recognized. Nothing is needed but to show our goods and push sales. Patent-leather shoes and evening slippers would sell.

#### JEWELRY, WATCHES, SPECTACLES, ETC.

While the field is not entirely ours, it is only a question of time when we will have a controlling interest in this trade. There is much room for growth of our exports in a general line of flashy jewelry of an inexpensive character. No article seems more attractive to South Americans. I am gratified to note that our manufacturers have followed the advice I gave in my last annual report.

#### WINES AND LIQUORS.

In the absence of printed statistics of exports, consuls are placed at a disadvantage here in their efforts to determine with accuracy to what extent each country supplies this market. United States whisky and wines are just beginning to be known. It is a notorious fact, however, that American beers have actually driven nearly every European brand out of these regions. The well-known and popular English Guinness is (in Para) a thing of the past. Anheuser and Schlitz beers have a clear field, and everybody drinks beer in Para. They claim it is necessary to the health. American whiskies and wines can, I believe, be marketed here to advantage, with proper management.

#### FLOUR AND FOOD PRODUCTS.

The sale of flour has already extended far beyond my expectations. There are no brands except of American manufacture in this market. Argentine exporters are energetically striving to introduce flour here, but as yet have failed to make any material headway. I am advised that negotiations are now pending looking to a reduction in the duty on food products from Argentina. If this should be granted—which hardly seems likely—American manufacturers may expect hereafter to encounter the sharpest competition. Grocers here inform me that there is a great shrinkage in the demand for farina and other local food products, as flour is now so cheap as to be within the reach of the laboring class. Our canned goods are finding their way into this market, and if some energetic salesman would look after this line, the results would be gratifying.

#### HAMS, BACON, AND LARD.

We have in a marked degree increased our sales in these articles, and with some effort our exports would expand to much larger proportions. Our goods are liked, and merchants are much more inclined to trade with us since our prestige abroad has been increased. Butter is another article that is certain to find a ready market in Para and up the Amazon.

#### AGRICULTURAL IMPLEMENTS.

Recently, more attention has been paid to agricultural and farming implements. Two thousand five hundred families came here the first



of this year for the sole purpose of engaging in the pursuit of farming, the governor of this State having furnished free passage. A leading merchant, who has placed a good-sized order in New York, expresses the belief that, notwithstanding the strong inducements of the rubber industries, much more attention will hereafter be devoted to the raising of stock and food products. Capital could be safely invested in cattle ranches up the Amazon. On my recent voyage up the Amazon, on board the United States man-of-war *Wilmington*, I looked over the situation with some care. I believe those regions are perfectly healthful. The high sloping hills on either side appear to be well adapted for the creation of cattle ranches. Para is often without beef. Buenos Ayres furnishes a majority of all the meats for this market. Why can not Texas take a hand in supplying a portion of the meat for northern Brazil? Eggs are selling for 12 milreis (\$1.75) per dozen. One can get almost any price for butter. Chickens are as high as \$12 per dozen.

#### DRUGS, BICYCLES, TYPEWRITERS, ETC.

United States drugs are gaining in popularity, and this line of trade is yet in its infancy. The two drawbacks—bad packing and short credits—should be speedily removed. The sale of our bicycles continues on a satisfactory scale, though hereafter foreign competition promises to be more pronounced, as recently a number of inexpensive wheels have been imported from Germany, France, and England. The demand for American typewriting and sewing machines is steadily increasing; the former particularly are fast growing in favor. Our dry goods, notions, and hosiery are well to the front. Such articles as wagons, carriages, buggies, ready-made clothing, and furniture are not purchased abroad, except on a very limited scale.

#### RUBBER.

The quarter ended September 30, 1899, failed to develop any material change in the general conditions in the rubber market. Prices have been held with unusual steadiness, with a slightly upward tendency. It is expected that they will shortly rise beyond the previous high-water mark. It is significant, however, that leading houses are inclined to limit their purchases to immediate requirements.

To accurately measure in advance the amount of the Para rubber crop is impossible. It does not necessarily follow, even should the first half of the season show a decreased production, that the end of the year may not exhibit a large increase.

During the fiscal year 1898-99, there entered this port 25,374 tons of rubber, against 22,257 in 1897-98, and of this amount 12,398 tons were shipped to the United States and 12,848 to Europe. Para is a convenient shipping point, on account of its geographical position, coupled with its telegraphic and banking facilities. The very best rubber in the whole world is said to come from the banks of the River Beni, which flows through Bolivia and forms part of the Amazon. A very fine quality of rubber also comes from the famous River Purus and its affluents. In these regions, one can see as many as 7,000 rubber trees to the square mile. I have seen groves said to contain 13,000 to the square mile. Many of these trees are of great height and so thick that four men joining hands could not encompass a trunk. Not only the best rubber grows here and in enormous quantities, but the region is accessi-

ble and choice rubber farms can be purchased at very reasonable rates. Excellent rubber also comes from the River Jurua and from the extreme upper Madeira, the lower portion, like the rubber farms on the island of Marajo, having ceased to produce high-class rubber on account of excessive bleeding of the trees.

The extent of the rubber forests is unknown. All that the shipper knows is that he gets the rubber from the contractors. All the contractor knows is that he sends bands of natives into the rubber forests each season, having advanced them ample provisions for the season, and that they bring back more or less gum.

I am frequently asked how many trees are known to exist within any given area. This is an exceedingly difficult question to answer correctly, as in these regions rubber trees are not planted artificially. Generally speaking, each workman is allotted 125 trees. Where the trees are far apart it is impossible for the work of gathering rubber to be done profitably, since each laborer is obliged to obtain a certain quantity of rubber in order to meet daily expenses. Besides, the milk remains liquid for only a certain period, so that the workmen are bound to limit their efforts to tapping within a certain distance from the hut where the milk is smoked or cured. On the upper rivers the result of a man's work during the season—from March to October—varies from 5 to 9 kilograms (11 to 19 pounds). Six thousand rubber trees to the square mile is perhaps a fair average.

I understand that an attempt is being made to sell a rubber farm on the island of Marajo to a United States syndicate. The farm is inaccessible, and the rubber has been practically exhausted. I would warn the syndicate against the purchase. On account of a change in the channel of the river, it is necessary to go a considerable distance up one stream and down another before one can reach the spot. Great caution should be exercised in investing in rubber here.

*Statistics of Brazilian exports of rubber.*

[Quantities in tons of 2,200 pounds.]

	Entries at Pará.	Shipments.			Stock at Pará. 1 and 2 hand.	Quotations (in reals) for island rubber on the 30th of each month.		Ex- change (in pence) for pri- vate bills 90 days on London.	Quota- tions in England for fine.	Quota- tions in United States for fine 4 M.
		United States.	Europe.	Total.		Fine.	Ser- namby.			
1898.									<i>s. d.</i>	
June 30.....					244					
July.....	1,114	464	788	1,202	156	10,700	6,300	7½	4 4	101-105
August.....	1,400	540	661	1,201	355	9,900	5,500	7½	4 4	102-105
September.....	1,720	391	1,275	1,666	409	8,300	4,100	8½	3 11	94- 99
October.....	1,930	568	1,434	2,022	317	8,300	4,900	8½	3 11	94- 99
November.....	2,460	1,195	1,226	2,421	356	8,100	4,700	8½	3 10	92- 96½
December.....	2,600	1,129	1,114	2,243	713	9,250	5,850	7½	4 00½	98- 99
	11,224	4,307	6,448	10,755						
1899.										
January.....	2,980	1,723	975	2,698	995	10,000	6,400	7½	4 2½	Cash. 97-101½
February.....	4,720	2,001	1,832	3,833	2,382	10,800	6,900	7	4 2½	99-101
March.....	2,470	2,457	1,082	3,489	1,863	11,200	6,900	6½	4 4½	102-103
April.....	1,520	747	1,536	2,283	600	10,200	5,900	7½	4 3	99-101
May.....	1,350	528	824	1,852	598	9,300	5,000	7½	4 1	99-100
June.....	1,110	685	701	1,836	372	9,000	4,700	8	4 1½	97- 99
	14,150	8,091	6,400	14,491						
	25,374	12,898	12,848	25,246						

*List of exporters, 1898-99.*

	Amount exported to—		
	United States.	Europe.	Total.
<b>From Pará:</b>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Pusinelli, Prüsse & Co .....	2,465	2,028	4,493
Adelbert H. Alden .....	3,241	1,086	4,326
La Rocque, da Costa & Co .....	1,446	1,541	2,987
The Sears Pará Rubber Co .....	1,884	88	1,972
Rud. Zietz .....	303	1,094	1,397
Denis Crouan & Co .....	311	342	653
R. Suarez & Co .....		879	379
Velhote, Silva & Co .....		279	279
H. A. Astlett .....	219		219
Kanthack & Co .....	13	148	161
Sundry shippers .....	144	829	473
	10,026	7,263	17,289
<b>From Manáos:</b>			
Prüsse, Pusinelli & Co .....	1,078	981	2,009
Witt & Co .....	460	672	1,132
Marius & Levy .....	32	905	937
Rud. Zietz .....	53	499	552
J. H. Andresen, sucs .....		405	406
Mello & Co .....	46	254	300
Lajeunesse & Co .....	42	219	261
B. A. Antunes & Co .....	46	195	241
Adelbert H. Alden .....	222		222
Kahn, Pollack & Co .....		185	185
Luiz Schill & Sobr .....		156	156
Brocklehurst & Co .....	116	5	121
J. A. de Freitas .....	30	71	101
Sundry shippers .....	247	173	420
	2,372	4,670	7,042
<b>From Iquitos.</b>		915	915
	12,396	12,848	25,246
<b>Stock, June 30, 1898.</b>			<i>Tons.</i> 244
<b>Entries, 1898-99</b>			25,374
			25,618
<b>Shipped to United States.</b>		12,398	
<b>Shipped to Europe.</b>		12,848	
			25,246
<b>Stock, June 30, 1899.</b>			872

*Exports.*

	Pará.	Manáos.	Serpa and Iquitos.	Total.
<b>1886-87:</b>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United States .....	7,172	175		7,347
Europe .....	4,454	1,549		6,003
Total .....	11,626	1,724		13,350
<b>1887-88:</b>				
United States .....	9,771	335	4	10,110
Europe .....	3,482	1,768	24	5,274
Total .....	13,253	2,103	28	15,384
<b>1888-89:</b>				
United States .....	8,253	677		8,930
Europe .....	5,177	1,909	25	7,111
Total .....	13,430	2,586	25	16,041
<b>1889-90:</b>				
United States .....	8,069	1,199	1	9,269
Europe .....	3,967	2,341	10	6,318
Total .....	12,036	3,540	11	15,587

*Exports—Continued.*

	Pará.	Manáos.	Serpa and Iquitos.	Total.
1890-91:	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United States .....	7,858	1,608	1	9,462
Europe .....	4,703	2,276	16	6,995
Total .....	12,561	3,879	17	16,457
1891-92:				
United States .....	9,780	1,813		11,593
Europe .....	5,083	2,085		7,168
Total .....	14,863	3,898		18,761
1892-93:				
United States .....	9,454	2,314		11,768
Europe .....	5,466	1,603	2	7,071
Total .....	14,920	3,917	2	18,839
1893-94:				
United States .....	8,155	2,471		10,626
Europe .....	7,200	1,896	109	9,205
Total .....	15,355	4,367	109	19,831
1894-95:				
United States .....	8,453	2,604		11,057
Europe .....	6,179	2,333	2	8,514
Total .....	14,632	4,937	2	19,571
1895-96:				
United States .....	7,106	2,860		9,968
Europe .....	7,944	3,058	114	11,116
Total .....	15,052	5,918	114	21,084
1896-97:				
United States .....	7,214	2,634		9,848
Europe .....	7,719	4,043	606	12,368
Total .....	14,933	6,677	606	22,216
1897-98:				
United States .....	8,699	2,723		11,422
Europe .....	5,981	4,108	762	10,796
Total .....	14,680	6,826	762	22,218
1898-99:				
United States .....	10,026	2,372		12,398
Europe .....	7,263	4,670	915	12,848
Total .....	17,289	7,042	915	25,246

*Report for August, 1899.*

[Quantities in tons of 1,000 kilograms.]

Stock, July 31, 1899 .....	<i>Tons.</i> 297
Entries in August .....	1,230
Total .....	1,527
Shipments .....	1,182
Stock, August 31, 1899 .....	345
Of which in second hand .....	315

*BOUNDARY BETWEEN BOLIVIA AND BRAZIL.*

The boundary-line dispute between Bolivia and Brazil is the chief topic of the day. The upper regions of the river Acre have been made famous by the establishment by the Bolivian Government of a custom-

house to collect a tax on rubber and other valuable products of the forests. These collections until recently flowed into the coffers of the Brazilian Government. The loss to the Manaus custom-house which this change entails will be considerable.

Recent reports wired to the outer world that the American syndicates which export rubber from the shores of the Upper Amazon are forwarding it to the markets of the United States by way of Venezuela, to avoid paying the Brazilian duty upon it, have been found on investigation to be without foundation.

#### PRESENT CROP OF RUBBER.

A letter from Mr. Frank da Costa, one of the leading exporters in Para, states that arrivals for the three months ended September 30, 1899, are 4,239 tons, against 3,640 tons in the same period in 1899. This shows a deficit of some 600 tons, a part of which will be recovered this month. Mr. da Costa thinks that the present crop will not be larger than the last one, which showed a gain of 13 or 14 per cent. The high waters have interfered everywhere with the gathering, and have delayed the crop, and time thus lost in this country is very seldom recovered. As more laborers than ever have left here for the interior, the deficit may be recovered by the end of the crop year, but that will be about all.

Mr. Smake, a member of the firm of Pusinelli, Prusse & Co., a German export house, and one of the largest rubber dealers of Para, gives me the following figures of exports in the last three months:

	Tons.
To Europe.....	2,045
To the United States .....	1,619
Total .....	3,664

Another experienced rubber dealer, Mr. Joaquim Vianna, estimates the arrivals for October at 2,200 tons, against 1,900 tons in October, 1898. He adds:

As regards the total crop, it is yet too early in order to form a correct estimate, but, according to the news already received from Purus and from Jurua, the present crop should not exceed the last one, the more so as the crop of 1898-99 was a large one.

All these dealers, it will be seen, have practically the same opinion as regards the present crop.

#### EXPORTS OF COCOA AND NUTS.

*Shipment for ten years of cocoa and nuts.*

	Cocoa.	Nuts.		Total.
		America.	Europe.	
	Tons.	Bushels.	Bushels.	Bushels.
1898 .....	2,658	174,002	181,687	355,689
1897 .....	3,765	145,229	166,260	311,489
1896 .....	3,328	189,829	207,831	397,660
1895 .....	5,225	100,068	174,390	274,458
1894 .....	3,591	286,725	317,262	613,987
1893 .....	4,964	125,378	105,243	231,121
1892 .....	4,402	176,385	121,256	297,641
1891 .....	6,555	383,579	351,042	634,621
1890 .....	3,885	33,641	51,614	85,255
1889 .....	4,487	90,632	192,328	282,955

Shipments of nuts from January to August, 1899, were as follows: America, 288,387 bushels; Europe, 265,609 bushels; total, 553,996 bushels.

## MISCELLANEOUS.

An excellent opening exists here for the expansion of trade in kerosene. It is widely used in the Upper Amazon regions. In barber-shop fixtures, also, trade can be improved. A general line of men's furnishing goods, including the latest novelties, would meet with ready sale.

I have just been advised from an authentic source that the only railroad touching at Para is to be sold at auction before the end of the year. I am informed that a new German line of steamships will be put into operation on the 1st day of November, and, on the first of next year, will extend its itinerary to New York. Another rumor is afloat, though not confirmed, to the effect that an American line will commence operations between New York, Para, and Rio. This will probably (the latter) begin service by the first of 1900.

An American coal station, both here and at Manaos, would yield handsome returns. The carrying trade has increased immensely, not only between here and the United States, but from Europe. At the close of the fiscal year 1897-98, it was officially reported that 145 steamers were plying between Para and the outer world; to-day there are said to be 225, an increase of 80. I think that our coal would sell quite readily.

A steamship arrived here this week with a load of American window and door frames, lumber in the rough, and builders' material.

Mr. Charles R. Flint's modern railway at Manaos is prospering. The receipts have already extended far beyond expectations. The large number of cars available fall short of meeting the demands.

K. K. KENNEDAY, *Consul*.

PARA, *October 3, 1899.*

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 THE STATE OF SANTA CATHARINA.

According to the most reliable geographical authorities, this State lies between  $26^{\circ} 30'$  and  $29^{\circ} 18'$  latitude south and  $5^{\circ} 8'$  and  $11^{\circ} 2'$  longitude west of Rio de Janeiro. This would be conceding the State the disputed territory claimed by the State of Parana. According to the census of 1892 the State had 260,000 inhabitants, 75,000 of whom were Germans. This census is not, however, considered very reliable, as settlements not within easy reach of the census takers were not enumerated. The population of the State to-day is probably 300,000. Its area is 74,156 kilometers square.

The capital, Florianopolis (Desterro), on the island of Santa Catharina, has about 15,000 inhabitants, and lies about two and one-half days by sea from Rio de Janeiro.

## PORTS.

The shore of Santa Catharina has excellent harbors and is highly picturesque. Coming from the Bay of Paranagua, about six hours

by sea, is found the port of San Francisco (Porto de Nossa Senhora da Graça de São Francisco, as it is called officially), the best port, excepting only Rio de Janeiro, on the east coast of South America. Ships of 20-foot draft can enter with safety. San Francisco is the harbor for the old German colony of Joinville (latitude  $26^{\circ} 19'$  south), with which it is connected by the Saguassú River, about 40 miles southwest. After a half day's sailing south brings one to Itajahy (the official name of which is Villa do Santissimo Sacramento de Barra do Itajahy Grande), at the mouth of the river of the same name, the port of one of the best-known settlements in South America—the German colony of Blumenau, about 25 miles west. The depth over the bar of Itajahy is from 7 to 12 feet up to the town of Itajahy, and from 8 to 10 feet up to Blumenau. The export of farm products through the port of Itajahy (from the colony of Blumenau) is reported to have amounted to a half million dollars in 1898. During that year 286 vessels, containing 42,405 tons, 109 of which were steam vessels, with 32,477 tons, entered the port.

The next port, south about 30 miles from Itajahy, is Porto Bello, a most excellent harbor, sheltered from all sides, accessible to the heaviest men-of-war, and in a very favorable geographical position. At some future period, when Santa Catharina is developed more extensively, the beautiful little village of Porto Bello will expand into a large city and will be connected by railroad with the projected Rio Grande and São Paulo trunk line, as well as with the rich and fertile plateau back of it. A concession for such a railroad has already been issued to a Mr. Hipolite Boiteux, who hopes to find capital for his projected enterprise.

For the ethnologist and geologist, this neighborhood is of interest through the exceptionally large Sambaquis (shell heaps, *kjoekenmoedinger*) situated near the shore, and on account of the gigantic hieroglyphics which cover the entire sea front of the diorite rock forming the little Ilha Jao de Cunha in that port (lat.  $27^{\circ} 8' 48''$  N.). These mysterious inscriptions, photographs of which, together with other matters of ethnographic interest, I have transmitted to the Smithsonian Institution, were undoubtedly carved in this hard rock by Indians of a much higher culture than those now living in the State of Santa Catharina.

Almost adjoining Porto Bello is the beautiful bay of Tijucas, with its numerous islands, and the island of Santa Catharina, with the port of Nossa Senhora do Desterro (Florianopolis, the capital of the State), in the background, about 8 miles to the south. The island of Santa Catharina is about 29 miles in length and 10 miles across its north end, and is separated from the mainland by a channel varying in breadth from 300 to 6,000 feet, direction north by east and south by west. The north entrance admits of passage to within 2 or 3 miles from the city of Desterro, the shipping of which port in 1897 comprised 30 sailing and 305 steam vessels (the latter of 143,061 tons), 260 being Brazilian, 11 German, 16 Argentine, 1 Chilean, 17 Uruguayan nationality. (No vessels bearing the American flag called on any of the ports of Santa Catharina during this period.) The channel at the southern entrance is only about 600 feet wide and not deep enough for the larger trans-Atlantic steamers to pass. For a number of years the National Government of Brazil has made large annual appropriations for the deepening of this channel, and some work is apparently going on there

regularly, but the sailors around there are not very much impressed as to the results.

The island of Santa Catharina is very healthy and fertile, and the best coffee of Brazil grows there. It is most beautifully situated and may be seen at a distance of about 45 miles from the boats passing along the coast. Some of its elevations are 2,000 feet, being covered with luxuriant vegetation, and lying close to the shore, they present a beautiful aspect. The capital stands on the northwest side of the island, 15 miles within the northern entrance of the channel.

The port of Imbituba can hardly be called a harbor, as it does not afford anchorage and shelter in case of strong winds.

Laguna, the southernmost port of Santa Catharina, can be utilized only by small vessels on account of many cliffs and sand banks, and is very treacherous.

All the Santa Catharina ports (Laguna and Imbituba excepted) have weekly steamer communications with Rio de Janeiro and the south, and are visited semimonthly by Hamburg or Bremen steamers. By far more than half of the articles imported come from German markets, about 42 per cent direct, the rest by way of Rio. Great Britain furnishes about 20 per cent, the United States 13 per cent of the whole.

#### GERMAN COLONIES.

The most important section of the State and the center of population is the north, where the old and important German colonies are located. They have the most favorably situated ports, and will, undoubtedly, in the near future enjoy the railroad facilities necessary for their further development.

The south of the State, although favored with the most prolific soil and a very fine climate, gives promise of but slow development in the future because of its poor harbor facilities, although some very prosperous and thriving German and Italian colonies are found there.

There are two ranges of mountains running along the coast through the State, the lower one called the Serra do Mar, being from 300 to 600 meters high, while the other, the Serra Geral, contains mountains over 900 meters high, and between the two ranges is a very fertile plateau, containing immense forests of valuable hard woods and minerals in great variety.

The three German colonies in the north of the State constitute its most important element, and as they afford an excellent field, commercially and industrially, for American enterprise, I will give some details concerning them.

The oldest one is the colony of Dona Francisca, which was established directly through the influence of the former Emperor Dom Pedro II, in the year 1851, on the land which was given his daughter on the date of her marriage with the Prince Joinville. The first immigrants came in 1851—118 Germans and Swiss from Hamburg and 74 Norwegians from Rio de Janeiro. Although not very favorably situated in the rather low and not too fertile plain, the colony developed fairly until the Van der Heyde law of 1859, prohibiting Prussian immigration to Brazil, was promulgated. This, of course, retarded German immigration largely and the hopes of the founders of this colony, the Hamburg South American Colonization Company, to make it a paying venture were not realized. By 1885, the colony counted about 22,000 inhabit-



ants and has to-day probably 30,000—almost all Germans, with a very few natives of the poorest class.

The colony of Dona Francisca constitutes now three separate municipalities, Joinville, Campo Alegre, and São Bento. The Germans living there are nearly all Brazilian citizens, probably 400 being yet subjects of the German Empire.

In the year 1897, the above-named Hamburg Company bought another large tract of land from the Brazilian Government, about 1,000,000 acres, adjoining Joinville and reaching south to the other great German colony of Blumenau. This land is much better than that of the old colony, and the cost was about 10 cents per acre.

The colony of Blumenau was established in the year 1850 by a Dr. Blumenau, who had immigrated there from Braunschweig, Germany. He came here with 17 associates, who received very considerable subsidies from the Brazilian Government. They could not have selected a spot more suitable for colonization anywhere in the southern part of Brazil. It lies in latitude  $26^{\circ} 55' 16''$  south, and longitude west from Greenwich  $45^{\circ} 15'$ , on the navigable river of Itajahy, in a most fertile country, and has a very favorable climate. The colony numbers at the present time probably 50,000 inhabitants, nearly all of whom are well to do. To a stranger coming here from North America they can not fail to give a very peculiar impression, for this colony, as well as that of Joinville, represents a very remarkable case of arrested development and is like a reproduction of an old German village in a former century. Being so far removed from their "fatherland," and so little in touch with the natives of their adopted country, they are isolated, thrown almost entirely upon their own resources, and thus at the end of this century they live the primitive life characteristic of the age before steam was invented or electricity thought of.

The city of Blumenau is clean and substantial. There are no railroads, no gas, no electricity, no horse cars, and the streets are not even lighted in the evening. The vehicles which serve for transportation of persons and merchandise are, with a few exceptions, of the most primitive order. Thus it happens that the abundant products of this community can be brought to market only with greatest difficulty, and have, consequently, very little value.

The resources of Blumenau and of the plateau back of it would warrant the construction of railroads (narrow gauge) throughout this country. Numerous concessions have been given for these, but as yet the good burghers of that colony have not succeeded in inspiring any foreigner with interest and enthusiasm enough to make use of them and build the railroads, which would certainly be very profitable, and bring this State at once to the front rank of the Brazilian Union.

The township of Blumenau could easily support 1,000,000 inhabitants. The increase of population will commence to be rapid when once the system of transportation to which they are entitled is established. Until recently, the good people of the northern part of Santa Catharina had been almost forgotten and ignored by the rest of the civilized world, but now they are attracting a good deal of attention, and they certainly deserve it. They were highly successful in making up by natural increase of population what they failed to get by immigration, the number of offspring being often surprising; families of from 15 to 20 children are almost the rule.

As long as the colonists had to struggle against heavy odds and the

overwhelming tropical growth of the virgin forests, and had no means at their disposal, the colony lacked institutions of culture and learning. Now, however, they have not less than 9 Protestant and 7 Catholic churches; 70 private schools, with 1,250 pupils, and recently they are in a position to enjoy the chances of instruction in the language of the country, which was heretofore denied to them. As a consequence of these conditions, you meet people whose grandfathers immigrated into this State, but who could not speak even the simplest sentence in the language of the country. In 1892, the order of Franciscan monks established a convent in Blumenau, connecting with it a high school and an industrial school, which is very successful in affording the natives opportunity to learn the trades and to instruct themselves in the higher sciences. The institution counts now 40 regularly ordained brothers of the order (of whom 9 are priests), 20 lay brothers, and 14 clerical students, and is at present under the leadership of Rev. Father Herculano. They have planing mills, carpenter shops, saw mills, steam flour mills, blacksmith shops, tailor shops, shoe shops, painting establishments, etc., where they work for the colonists and at the same time instruct the apprentices in the respective trades. Pater Herculano intends to resign his position this year, in order to devote himself exclusively to the civilization of the neighboring Indians (the Botucodos), a very low, cruel, and ignorant tribe, which has heretofore baffled all efforts in that direction.

Another well known and prosperous German colony is that of Brusque, which has quite a lively trade and a population of about 10,000.

#### METEOROLOGICAL.

Meteorological observations in the northern part of the State during the last year have established the following:

Month.	Mean temperature.	Rain.	Thunderstorms.
	° C.	Mm.	
January .....	25.2	206	11
February .....	26.2	166	9
March .....	28.2	117	9
April .....	28.0	127	9
May .....	20.7	93	2
June .....	16.3	94	2
July .....	15.0	144	3
August .....	17.2	104	5
September .....	19.6	209	7
October .....	22.8	92	8
November .....	22.9	94	9
December .....	25.9	108	13
Mean .....	21.4	143	87

The State of Santa Catharina, with the exception of its capital, Florianopolis (Destaro), is absolutely free from epidemics. In the years 1852, 1853, 1855, 1856, 1862, and 1867, there were slight epidemics in the capital, but they did not spread any farther.

#### RESOURCES.

The following are the principal products of Santa Catharina: Coffee, sugar cane, cotton, tobacco, silkworms, rice, corn, flax, herva maté,

beans, potatoes, rye, a great variety of vegetables, mandioca, tapioca (arrowroot), honey, beeswax, wine, oranges, limes, pineapples, guyaba, araza, bananas, apples, quinces, and the like.

The vast virgin forests contain countless numbers of hardwood trees that could easily be transported to the port of Itajahy. The following is a list of the principal varieties:

	Specific gravity.		Specific gravity.
Agouta cavallo.....	0.552	Cedro branco.....	0.533
Angica do monte.....	0.936	Cereja.....	0.380
Angica do Canhado.....	0.838	Corticuro.....	0.317
Araca.....	0.953	Onihatico (mahogany).....	0.950
Arariba (rosewood).....	0.900	Eucalypto.....	0.669
Batinga.....	0.961	Guaíenho preto.....	0.811
Brangulho.....	0.643	Guaíenho branco.....	0.803
Cabriuva.....	0.809	Grapiapunha.....	0.820
Camboatá.....	0.833	Iricá.....	0.675
Camboatá branca.....	0.688	Ipê branco.....	0.850
Camboim.....	0.828	Ipê pardo.....	1.039
Canella preta.....	0.848	Do.....	1.046
Canella amarella.....	0.806	Do.....	1.057
Do.....	0.812	Laranjeiro.....	0.795
Canella branca.....	0.662	Louro.....	0.691
Canella burro.....	0.631	Do.....	0.696
Capevaca.....	0.829	Marmeleiro.....	0.738
Caroba.....	0.570	Saranal.....	0.622
Pinho.....	0.630	Taruma.....	0.949
Tajuba.....	0.947	Uba branco.....	0.824
Timbanos.....	0.549	Do.....	0.815
Angica vermelho.....	1.055	Cabriuva.....	0.809
Angica.....	1.087	Cacao.....	1.065
Camaguará.....	0.989	Lauro preto.....	0.919
Ipê tabacco.....	0.959	Taruma.....	0.945
Tajuba.....	0.947	Uba preto.....	0.851
Cedro vermelho.....	0.639		

Brought down to the port of Itajahy, a cubic meter of the best cabinet woods is sold from \$4.50 to \$5, but cedar costs about \$7 per cubic meter, as it is used in the city for the manufacture of cigar and perfumery boxes. There is a very large steam sawmill in the port of Itajahy, the only one in Brazil that manufactures cigar boxes and sends them to Rio and Bahia. As an item of interest, I will remark that before the last tariff was enacted, levying a heavy duty on imported cigar boxes, it paid the manufacturer in Itajahy to send his boxes from Itajahy in a sailing vessel to Holland, and from Rotterdam in a steamer back to Bahia. Mr. Rudolph Krause gave me the following figures: Freight on 1 cubic meter from Itajahy to Holland in sailing vessel, 18 milreis (\$2.70); from Holland to Bahia per steamer, 30 milreis (\$4.50); total, 48 milreis (\$7.20); while the Brazilian steamers which have recently been given the coast trade charge 105 milreis (about \$18) per cubic meter from Itajahy to Bahia.

#### COMMUNICATIONS.

The only railroad in this rich State is at its southern end, about 72 miles long, and is called the Dona Theresa Christina Line. It was established in order to exploit the coal deposits near the little ports of Imbetuba and Laguna, in the Tubarao Valley. The coal in this region is hardly fit for use, and the road would probably have been abandoned long ago, but for the fact that the company has a guaranty of 7 per cent in gold from the Brazilian Government on the invested capital as long as this line is operated, and the stockholders see no reason for discontinuance.

While the National Government has quite a number of telegraph lines connecting the principal centers, there are no telephone lines in existence in the State.

Having gone through the interior of the State and visited every colony, I have no hesitation in saying that engineering and all sorts of electrical enterprises could find a very lucrative field in this State. The State and municipal officials and the men connected with the industrial and financial institutions are particularly anxious that Americans should come there and establish such enterprises.

There are any number of waterfalls in various parts of the State, especially near Blumenau and Joinville, that could be advantageously used for these and other industrial purposes.

## STATISTICS.

The increase in the population of these colonies is shown as follows:

	December 31—	
	1890.	1897.
San Francisco.....	7,978	15,000
Joinville.....	13,260	16,000
San Benito.....	8,000	10,000
Itajahy.....	11,700	20,000
Blumenau.....	26,400	45,000
Total.....	67,338	106,000

The immigration into the State of Santa Catharina shows the following:

Year.	Immigrants.	Year.	Immigrants.
1887.....	1,040	1893.....	1,242
1888.....	914	1894.....	222
1889.....	1,309	1895.....	486
1890.....	6,761	Total in nine years.....	22,208
1891.....	8,365		
1892.....	1,879		

Or 2,467 per year.

The township of Joinville in 1895, outside of the town proper, had 14,392 inhabitants—7,413 males and 6,924 females. There were 1,700 houses and 2,100 sheds and shanties used for dwelling purposes (the latter principally by the Luzo-Brazilians); 330,344 meters of streets; 202 bridges of stone and 454 bridges of wood; 734 wagons in use; 9 boats and yachts; 2 steamers.

The colony in 1898 consisted of 125,527 acres of woodland, 47,374 acres of grazing land, and 23,520 acres in cultivation. Of the latter there were planted with sugar cane 2,500 acres; corn, 1,802 acres; rice, 832 acres; mandioca, 1,932 acres; arrowroot, 139 acres; potatoes, 4,397 acres. There were 352,080 coffee trees and 19,339 fruit trees.

At the same date, the number of horses in the colony was 2,164; mules, 204; cattle, 30,819; hogs, 7,965; sheep, 97; goats, 497; poultry, 29,119; beehives, 458.

The manufacturing industry shows the following statistics: Maté mills, 6; sugar presses, 202, some connected with distillery apparatus;

1 big sugar refinery, belonging to the Duke of Chartres; mandioca plants, 107; angu plants, 2; arrowroot plants, 2; rice mills, 3; cigar factories, 2; limekilns, 6; brick yards, 19; tanneries, 5; weaving establishments, 3; vinegar factories, 4; soap and candle factories, 2; barb wire and wire nail factory, 1; distillery, 1; breweries, 4; soda-water factories, 2; factory for musical instruments, 1; glue factory, 1; cotton mills, 2; basket factories, 4.

The yearly productions were: Herva maté, 4,149,425 kilograms (9,147,821 pounds); sugar, 255,000 kilograms (562,173 pounds); sugar-cane brandy, 987 pipas and 180 medidos; farinha, 12,300 sacks of 45 kilograms (99 pounds); potatoes, 4,397 tons; arrowroot, 390 barrels of 100 kilograms (220 pounds); rice, 6,700 sacks of 60 kilograms (132 pounds); coffee, 115,000 kilograms (253,529 pounds); corn, 6,373 sacks; lard, 202,000 kilograms (445,329 pounds); butter, 34,000 kilograms (74,956 pounds); eggs, 14,000 dozen; honey, 7,765 kilograms (17,119 pounds); beeswax, 2,200 kilograms (4,850 pounds); orange wine, 55 pipas; cigars, 255,000 pieces; boards, 1,227 dozen; lime, 900 moios; brick, 3,425,000 pieces; hides, 13,500 pieces; dried grasses for Magkart bouquets, 100,000 stems; musical instruments, 400 pieces; textiles, 9,000 kilograms (19,841 pounds); wire nails, 3,000 tons; vinegar, 20 pipas; beer, 750,000 bottles.

In 1897 the township's income was 84,004,190 reis (\$12,600), while expenses for same year were 66,789,800 reis (\$10,018), leaving a cash balance of 17,214,493 reis (\$2,582).

The township of Blumenau had in 1895 43,000 inhabitants, 3,100 kilometers (1,926 miles) macadamized roads, 262 sugar mills, 48 flour mills, 46 sawmills (3 steam), 13 breweries, 29 brickyards (3 steam), 3 cotton factories (2 water power, 1 steam); hosiery and underwear factories, 4; soap factories, 2 (1 steam); oil mill, steam power, 1; vinegar factories, 3; orange-wine establishments, 3; distilleries, 2; soda-water factories, 3; steam maté mill, 1; 2 lithographic and 3 photographic establishments; furniture factories (1 steam and 1 water power), 2; necktie factory, 1; foundries, 2; farinha plants, 500; wholesale and retail houses, 120.

The exports during the last fiscal year, according to official figures, were as follows:

	Tons.		Tons.
Butter .....	366	Woods .....	3,500
Preserved meats, sausage .....	63	Cigars .....	65
Tobacco .....	36	Black beans .....	13
Hides .....	30	Sugar .....	857
Flour .....	105	Potatoes .....	20
Brandy .....	172	Eggs .....	15
Poultry .....	10	Herva maté .....	30
Arrowroot .....	7		
Lard .....	262	Total for 1897 .....	5,551

These figures, like all official statistics obtainable in Brazil, are not very reliable, and by my own observation I know they are far below the actual facts, for two reasons: First, there is a desire to avoid the legal export duties, and second, goods exported to the highlands and to neighboring States by way of the highlands do not pay export duty and do not figure in the export statistics.

I may say here, also, that all statistical figures of the nature given in preceding pages of this report have to be handled with care or else they are misleading. The enumerated mills, factories, and other in-

dustrial establishments must not be gauged by our ideas of such plants. Some of them are extremely primitive and diminutive. In a report recently published in the United States the statement was made that Blumenau had 16 breweries, which of course would be sadly out of proportion to the industrious and rather sober population, if it were not a fact that these 16 so-called breweries could not produce in a year as much as one of our big American breweries can produce in one day. Numerous other instances of this kind might easily be cited.

The wages in Blumenau, as all over Brazil, especially in the south, are very low for skilled as well as common labor. A first-class carpenter gets \$1 a day; a stone mason, 80 cents; one occupied with blasting in stone quarries, 70 cents; day laborers and helpers, 50 and 60 cents; an expert machinist and engineer, \$1.75; fireman, 80 cents; a team of two horses with a driver, \$1.50 per day.

All the materials for building and constructing of roads, lumber, stone, brick, etc., obtainable there are extremely cheap, and contract labor also. Of course, things imported are very high in price, inasmuch as the costs of transportation are considerable and the import duties heavy.

#### TRADE OPENINGS.

A narrow-gauge railroad from Blumenau to Aquidaban and from there to the plateau, connecting with a road to be built from the south of Porto União (for particulars see my maps submitted to the State Department<sup>1</sup>), would no doubt prove an excellent investment. Mr. Victor Solioz, the engineer who built the Andes Railroad from Argentina to Chili, has, at the request of a Berlin firm of contractors, made investigation as to the advisability of building a narrow-gauge road in Santa Catharina on the lines indicated above, and he has recently made a very favorable report urging that this road be built speedily. The probable cost per mile, as I learn from experts in Brazil, would be \$7,000, exclusive of rolling stock.

I believe it would be advisable for United States capitalists and engineers to examine the field in southern Brazil and participate in its development.

There are a great many lines in which the Americans could easily compete with the foreigners established there, particularly in railroad and bridge building, the introduction of electric plants, machinery, etc. Of course, in order to be successful in the import trade it would be absolutely necessary to increase steamship and banking facilities between the United States and South America. Otherwise, we can never hope to secure our legitimate share of the very important trade of South America and particularly of the southern States of Brazil.

The State of Santa Catharina enjoys a very equitable, judicious, and able government. Under the former governor, Senhor Hercilio da Luz, many public improvements, including the erection of appropriate public buildings, harbor improvements, and the construction of excellent roads, were made. The present governor, Dr. Felipe Schmidt, a distinguished army officer and engineer of great reputation, enjoys the confidence of his fellow-citizens to an unlimited degree, and he and his advisers are giving the State a very prudent and very economical administration. Americans interested in the industrial or commercial

<sup>1</sup> Filed for reference in Bureau of Foreign Commerce.

conditions of the State of Santa Catharina may be sure of cordial and prompt cooperation on the part of these leading officials, as well as of the business men of the State.

EUGENE SEEGER,  
*Consul-General.*

RIO DE JANEIRO, *July, 1899.*

## CHILE.

### VALPARAISO.<sup>1</sup>

The latest commercial statistics of Chile show that the total value of the imports and exports in 1898 amounted to \$270,331,489 (\$98,670,993<sup>2</sup>), being a decrease as compared with the previous year of \$4,510,649 (\$1,646,387). Taken separately, the value of the imports was \$102,262,058 (\$37,325,651), as compared with \$138,210,918 (\$50,446,985) in 1897; while the value of the exports was \$168,069,431 (\$61,345,342), as compared with \$136,631,220 (\$49,870,395) in 1897. Consequently, in 1898, as compared with 1897, there was a decrease of \$35,948,864 (\$13,121,335) in the value of imports and an increase of \$31,438,211 (\$11,474,947) in the value of exports. The excess of exports over imports in 1898 amounted to \$65,807,393 (\$24,019,698), or if the value of the specie exported, amounting to \$14,271,608 (\$5,209,137), be deducted, the excess was \$51,535,765 (\$18,810,554)—the greatest registered in the commercial annals of this Republic.

The value of the imports into Valparaiso during 1898 was \$64,847,226 (\$23,699,237), showing a decrease of \$21,064,994 (\$7,688,723) as compared with 1897; while the value of the exports from Valparaiso was \$27,203,161 (\$9,929,154), being an increase of \$13,312,814 (\$4,859,177) as compared with 1897.

The value of the imports into Valparaiso from the United States in 1898 was \$4,605,463 (\$1,680,994), while the value of the exports from Valparaiso to the United States was \$1,689,888 (\$616,809).

### IMPORTS.

Among the articles showing a falling off in imports may be mentioned the following: Mineral oil, \$1,064,168 (\$388,421); steel, bar and sheet, \$416,890 (\$152,154); wire, assorted, \$423,298 (\$154,504); cattle, \$2,514,706 (\$917,868); rice, \$691,859 (\$252,529); hollandas and drills, \$473,491 (\$172,824); boots and shoes, \$255,999 (\$93,440); woolen cloths, \$1,021,612 (\$372,888); iron bedsteads, \$182,688 (\$66,681); iron nails, \$131,600 (\$48,034); ticking, cotton, \$156,986 (\$57,300); ticking, flax, \$203,223 (\$74,176); drugs, \$439,939 (\$160,578); flannels, \$144,442 (\$52,721); matches, \$247,992 (\$90,517); cotton, sewing, \$508,705 (\$185,677); white shirtings, \$1,324,342 (\$483,385); cotton goods, assorted, \$2,388,346 (\$871,746); bagging, \$355,001 (\$129,575); cottons, striped, \$549,256 (\$200,478); earthenware, \$107,985 (\$39,415); lumber, \$1,303,817 (\$475,893); agricultural and industrial machinery, \$1,146,294 (\$418,397); sewing machines, \$255,866 (\$93,391); assorted machinery, \$730,896

<sup>1</sup> In reply to circular of July 10, 1899.  
The gold values are given in parentheses.

(\$266,777); railway machinery and material, \$1,041,294 (\$380,072); cotton hose, \$402,432 (\$146,888); pocket handkerchiefs, \$279,169 (\$101,897); woolen shawls, \$574,186 (\$209,588); prints, \$2,302,507 (\$840,415); rails, \$240,679 (\$87,848); bags, \$2,182,422 (\$796,584); hats, \$421,951 (\$154,012); tea, \$860,494 (\$314,080); carpeting, \$280,916 (\$102,534); candles, sperm and composition, \$1,024,727 (\$374,025); wines, white, \$778,330 (\$284,094); wines, red, \$281,260 (\$102,660).

## EXPORTS.

The value of exports in 1898, as already stated, amounted to \$168,069,431 (\$61,345,342), which sum was made up as follows:

Mineral produce, \$126,742,641 (\$46,261,064); agricultural produce, \$13,190,194 (\$4,814,421); manufactures, \$4,560,917 (\$1,664,735); wines, liquors, alcohol, \$200,796 (\$73,291); animals, hides, furs, etc., \$6,263,315 (\$2,286,110); miscellaneous, \$1,214,025 (\$443,119); specie, \$14,041,766 (\$5,125,245); articles reexported, \$1,626,116 (\$593,532), and specie reexported, \$229,661 (\$83,826).

The leading mineral exports were: Borate of lime, \$1,124,509 (\$410,446); coal, \$4,239,943 (\$1,547,579); copper, bar, \$13,759,493 (\$5,022,215); copper regulus, \$861,999 (\$314,629); argentiferous regulus, \$167,556 (\$61,158); copper ore, \$2,022,730 (\$788,296); silver ore, \$205,386 (\$74,966); manganese ore, \$447,028 (\$163,165); silver sulphurets, \$434,740 (\$158,680); gold bullion, \$2,445,735 (\$892,693); silver, cluster and bar, \$6,987,816 (\$2,540,553); nitrate, \$90,675,297 (\$33,096,463), and iodine, \$3,169,570 (\$1,156,893).

In agricultural exports, the items calling for notice are: Wheat, \$7,696,460 (\$2,809,208); algarrobilla, \$189,514 (\$69,173); quillai bark, \$301,283 (\$109,968); barley, \$1,616,759 (\$590,117); beans \$1,163,211 (\$424,572); lentils, \$219,863 (\$80,250); walnuts, \$576,305 (\$210,351); potatoes, \$201,907 (\$73,696); raisins, \$102,994 (\$37,593), and chick peas, \$133,767 (\$48,825).

In manufactures, the only items calling for special mention are: Leather, \$3,102,888 (\$1,132,554); flour, \$911,515 (\$332,703), and butter, \$129,392 (\$47,228). Wines, liquors, and alcohol are of no special interest. In animal products, we have common wool of the value of \$2,414,098 (\$881,146); raw hides, \$1,345,669 (\$491,169); chinchilla skins, \$710,679 (\$259,398), and merino wool, \$525,882 (\$191,925).

In miscellaneous, there figure honey for \$561,545 (\$204,964) and wax for \$407,058 (\$148,576). In specie, we have gold coin for \$9,092,928 and silver for \$4,138,838. In articles reexported, coal figures for \$499,580 (\$182,347), lumber for \$228,941 (\$83,563), machinery for \$162,800 (\$59,422), miscellaneous articles for \$458,760 (\$167,447), and gold specie for \$229,543.

## NAVIGATION.

The navigation returns for all Chile for the year 1898 give the following results:

*Inward.*—Seven thousand six hundred and ninety-one steamers and sailing vessels of 10,152,443 tons, as compared with 8,376, and 10,374,670 tons in 1897.

*Outward.*—Seven thousand six hundred and seventy-one steamers and sailing vessels of 10,032,666 tons, as compared with 8,412, and 10,412,084 in 1897.



## CUSTOMS REVENUE.

The customs revenue in 1898 amounted to \$65,729,218 (\$23,991,165), as compared with \$61,186,308 (\$22,233,002) in 1897.

JOHN F. CAPLES, *Consul*.

VALPARAISO, *October 25, 1899.*

*Comparative synopsis of the imports into Chile.*

Countries.	1897.		1898.	
	Chilean.	United States equivalent.	Chilean.	United States equivalent.
Great Britain.....	\$61,344,781	\$22,390,843	\$58,424,400	\$14,024,906
Germany.....	34,781,410	12,687,914	26,397,370	9,635,040
United States.....	9,390,861	3,427,664	9,399,225	3,430,717
Peru.....	9,771,910	8,566,747	6,868,890	2,142,145
France.....	6,076,082	2,217,752	5,320,129	1,941,847
Argentine Republic.....	6,980,445	2,547,862	3,710,916	1,854,484
Uruguay.....	921,445	836,327	2,457,84	896,927
Australia.....	1,117,895	408,081	2,297,775	838,615
Italy.....	1,646,456	600,956	2,070,864	765,865
Brazil.....	1,250,747	456,523	1,721,030	628,176
Ecuador.....	284,019	103,667	1,086,159	396,448
India.....	2,064,470	753,532	1,045,657	381,665
Belgium.....	421,017	158,671	814,448	297,128
Spain.....	1,066,143	889,142	393,371	143,580
China.....	509,180	185,843	375,190	136,944
Costa Rica.....	206,054	75,210	234,358	85,539
Colombia.....	1,157	426	190,81	69,489
Paraguay.....	36,260	13,285	51,684	18,828
Cuba.....	.....	.....	49,207	17,961
Switzerland.....	14,840	5,417	29,08	10,913
Holland.....	11,539	4,321	25,708	9,332
Japan.....	.....	.....	21,564	8,018
Guatemala.....	15,557	5,678	14,789	5,380
Portugal.....	4,973	1,815	11,117	4,277
Island of Java.....	.....	.....	4,508	1,645
Sweden.....	.....	.....	2,330	1,088
Norway.....	435	159	2,679	978
Bolivia.....	.....	.....	2,517	919
Austria.....	.....	.....	1,838	671
Greece.....	.....	.....	334	122
Produce of fishery.....	313,002	114,246	235,658	86,015
Total.....	138,210,918	50,446,985	102,282,058	37,325,651

*Comparative synopsis of the exports from Chile.*

Countries.	1897.		1898.	
	Chilean.	United States equivalent.	Chilean.	United States equivalent.
Great Britain.....	\$66,623,974	\$32,347,751	\$111,824,574	\$40,683,470
Germany.....	22,899,182	8,356,201	24,583,081	8,972,806
France.....	5,876,668	2,144,984	11,314,686	4,129,860
United States.....	7,033,256	2,567,139	7,643,007	2,789,698
Peru.....	8,149,436	1,149,544	2,967,544	1,079,504
Bolivia.....	1,312,133	478,929	1,476,267	538,884
Brazil.....	776,269	283,388	800,428	296,441
Uruguay.....	541,850	197,593	669,609	244,407
Ecuador.....	571,316	206,580	586,929	214,229
Argentine Republic.....	715,100	261,012	419,467	158,106
Colombia.....	410,563	149,855	413,008	150,748
Italy.....	144,985	52,901	249,384	91,025
Portugal.....	.....	.....	199,064	72,658
Cape of Good Hope.....	.....	.....	86,396	31,585
Central America.....	51,914	18,949	75,313	27,491
Jamaica.....	.....	.....	70,800	25,660
Falkland Islands.....	22,788	8,318	37,498	13,695
Belgium.....	75,350	27,508	13,316	4,860
Spain.....	1,056	385	1,400	511
Ship's stores.....	4,425,929	1,615,464	5,139,221	1,875,816
Total.....	136,631,220	49,870,395	163,069,431	61,345,342

*Comparative synopsis of the imports into the different ports in Chile.*

Ports.	1897.		1898.	
	Chilean.	United States equivalent.	Chilean.	United States equivalent.
Valparaíso.....	\$85,912,220	\$31,357,960	\$64,847,226	\$23,669,237
Talcahuano.....	18,000,176	6,570,064	13,012,958	4,749,730
Iquique.....	13,439,486	4,906,412	8,093,660	2,954,182
Antofagasta.....	4,614,932	1,684,460	4,845,070	1,768,451
Coquimbo.....	4,787,758	1,747,582	3,415,757	1,246,751
Coronel.....	2,447,612	893,378	1,690,918	617,185
Valdivia.....	2,818,069	1,028,596	1,605,861	586,139
Pisagua.....	1,629,608	594,806	1,338,653	488,608
Tocopilla.....	1,626,139	598,541	1,310,503	478,334
Caldera.....	1,485,423	542,179	822,336	300,335
Taital.....	1,050,598	383,466	732,271	267,279
Carrizal Bajo.....	292,798	106,871	429,266	156,682
Melipilla.....	89,468	32,656	110,333	40,272
Ancud.....	16,637	6,073	6,766	2,466
Total.....	138,210,918	50,446,965	102,262,068	37,325,651

*Comparative synopsis of the exports from the different ports in Chile.*

Ports.	1897.		1898.	
	Chilean.	United States equivalent.	Chilean.	United States equivalent.
Iquique.....	\$53,056,431	\$19,365,497	\$65,301,015	\$23,834,870
Valparaíso.....	13,890,847	5,069,177	27,203,161	9,929,154
Pisagua.....	15,572,960	5,684,130	15,315,237	5,590,080
Coronel.....	8,434,156	3,096,117	9,566,933	3,491,930
Tocopilla.....	9,740,925	3,555,437	9,423,246	3,439,485
Talcahuano.....	5,138,506	1,875,556	9,190,924	3,354,687
Coquimbo.....	7,599,053	2,773,554	9,139,740	3,336,005
Antofagasta.....	8,941,844	3,263,773	8,417,596	3,072,423
Taital.....	8,179,470	2,985,507	8,210,458	2,996,817
Caldera.....	1,726,512	630,177	3,120,120	1,138,844
Valdivia.....	2,469,723	901,449	2,896,006	1,057,043
Carrizal Bajo.....	1,674,292	611,116	225,116	82,167
Melipilla.....	197,001	57,306	59,827	21,837
Total.....	136,631,220	49,870,396	168,069,431	61,345,342

*Nationality, number, and tonnage of merchant vessels (foreign and coastwise) which entered the port of Valparaíso during the year 1898.*

Nationality.	Steamers.		Sailing vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British.....	299	507,505	81	101,509	380	609,014
German.....	119	248,868	23	31,833	142	280,706
French.....			6	8,490	6	8,490
Italian.....			7	8,721	7	8,721
Austrian.....			2	2,068	2	2,068
Norwegian.....	2	2,886	4	3,794	6	6,680
Danish.....			4	2,214	4	2,214
American.....	8	3,904	4	2,858	7	6,762
Guatemala.....			2	1,522	2	1,522
Chilean.....	425	369,930	72	38,347	497	408,277
Total.....	848	1,183,093	206	201,351	1,053	1,384,444

**ANTOFAGASTA.<sup>1</sup>**

The continued firmness in tin, copper, and silver has greatly favored mining, not only in this district, but also in the sections of Bolivia served by the Antofagasta and Bolivia Railway Company. The very considerable export of silver ores to the United States continues.

<sup>1</sup> In reply to circular of July 10, 1899. Digitized by Google

The taking over by Messrs. M. Guggenheim's Sons, of New York, of the Plaza Blanca mill and smelter, erected by the late Mr. Wendt, of New York, for the Company Huanchaca de Bolivia, with a plant equal to the treatment of 300 tons per day, may perhaps result in still larger business with the United States.

The above fact is also of great speculative interest, as the first attempt by American capitalists to undertake industrial operations in this district.

Messrs. W. R. Grace & Co. and Beeche & Co., both of New York, N. Y., continue with their line of steamers to largely favor American trade, not only here but all along the coast. A fair amount of merchandise is taken by this district, but the major part goes to Bolivia.

I have no changes to report in port charges, etc. The Government is now erecting large warehouses for storage. Except as to increased volume of trade, the general conditions are about as stated in previous reports.

CHARLES C. GREENE, *Consul*.

ANTOFAGASTA, *September 30, 1899.*

### IQUIQUE.<sup>1</sup>

Since my report on commerce and industries, dated October 31, 1898,<sup>2</sup> there have been no changes of importance in the conditions of the trade and industries of this district.

### CURRENCY.

Paper money is the only circulating medium in Chile, exchange to-day being 14½ pence to the dollar. Gold (18 pence to the dollar) is very scarce and is used only in the payment of duties. It commands at present a premium of from 20 to 22 per cent. Efforts in Congress to authorize another emission of \$50,000,000 paper are causing alarm in the commercial world.

Transportation facilities have been improved since my last report. Steamers of the Pacific Steam Navigation Company and of the South American Company have extended their itinerary beyond Panama, along the coast of Central America, touching at ten ports, the last being Ocosingo in Guatemala. This service is weekly, the steamers of the two companies making alternate trips. It is rumored that the service may be extended to San Francisco.

The Kosmos line of steamers (Hamburg to the West Coast) has already extended its itinerary to San Francisco, the first steamer bound thither being expected at this port within a few days.

### PACKING.

Packing of goods received from the United States continues to be faulty, and in some cases to which my attention has been drawn during the last year admits of no excuse. In one instance, a number of skins

<sup>1</sup> In reply to circular of July 10, 1899.

<sup>2</sup> Commercial Relations, 1898, Vol. I.

of Russian leather (for boots) came carelessly rolled up in a piece of gunny cloth, and so inadequately secured that the package, which with other goods had to remain over night in a lighter, was opened by harbor thieves and several skins were stolen. I will add here, in passing, that these skins formed part of a lot ordered from a commercial traveler, who received an order from a merchant of this city to send skins of the very best quality. The traveler was not returning to the States and the order was sent by mail to the dealer at home. These skins were shown to me recently and I found that they were not only much inferior to first-class goods as to quality, but they were, without exception, badly stained, evidently during the process of manufacture, and on this account alone might be declared unmerchandise. Moreover, a majority of the skins were perforated with clean-cut holes, varying from a quarter of an inch to four and a half inches in diameter, many of the skins being, in consequence, absolutely useless. The result is that the merchant will order no more goods from that house, and probably from no other in the United States, and his example may be followed by others in the same line of business.

#### CONSULAR INVOICES, MANIFESTS, AND BILLS OF LADING.

In accordance with the provisions of the law enacted January 25, 1898—

First. Bills of lading of vessels arriving at ports of the Republic shall be visaed by the consuls of Chile in the ports of departure.

Second. On their presentation at the custom-house, manifests shall be accompanied by invoices in detail, with the visa of the respective Chilean consuls or with that of the consul of a friendly nation.

Third. The omission of the visa of the consul shall, in the case of either of the documents referred to, be subject to a fine of triple the amount of the consular fee for said service.

#### MONEY-ORDER SYSTEM AND PARCELS POST.

These systems have been inaugurated between Chile and the United States since my report of last year. In their practical working, there is much left to be desired. The only post-offices in the country authorized by law to receive and dispatch parcels from and to the United States are those of Valparaiso and Antofagasta. All post-offices between Tarapacá and Coquimbo must send the parcels to Antofagasta. The parcels will there be opened and the contents inspected to determine what duties, if any, are to be paid, after which they will be forwarded to their destination.

The post-office at Valparaiso attends to this service for all post-offices south of Coquimbo.

Applications for money orders may be made at any post-office in the Republic, but only in that at Valparaiso can they be dispatched. The system is round about and vexatious, and not in accord with the spirit of the times.

J. W. MERRIAM, *Consul.*

IQUIQUE, *October 26, 1899.*

## SUPPLEMENTARY.

I give below comparative statements of exports from this consular district for the first six months of the years 1898 and 1899.

## EXPORTS.

*Iodine*.—January to June, 1898, 131,240,181 kilograms (289,332,103 pounds); January to June, 1899, 118,828,354 kilograms (261,968,989 pounds).

*Soda nitrate*.—January to June, 1898, 9,746,199 Spanish quintals, equivalent to 442,103 tons of 2,240 pounds; January to June, 1899, 12,286,323 Spanish quintals, equivalent to 557,327 tons, showing an increase of about 25 per cent.

J. W. MERRIAM, *Consul*.

IQUIQUE, *November 2, 1899*.

## COLOMBIA.

## PANAMA.

In compliance with the Department's circular dated the 10th of July, I submit the following report on the commerce and industries of the port of Panama. The statistics contained herein cover the year 1898. Those for the first six months of the present year I have been unable to obtain as yet, but will send them in a supplementary report.

## GENERAL.

In the year 1898, the import trade to Panama showed no great increase over 1896-97; and although the United States lost about 5 to 8 per cent of her trade here on account of the conflict with Spain, I feel sure that this will be readily regained from Germany and England, to whose balance this loss went.

The popularity of American goods in this market is unquestioned. For such articles as hats, shoes, machinery, tools, cotton goods, etc., there is a decided preference in favor of the United States makes. American shoes especially are liked here, on account of their superior finish and style; but few of the natives of this country can wear them on account of their having such a low instep. The instep of the natives of this country is generally larger than that of Americans. This fault remedied in a good cheap shoe will cause the American product to double its popularity here. It is only the cheap shoe that sells. It is impossible to buy a high-class American shoe at this place. The average price paid for a shoe here is \$6.50 Colombian silver, or about \$2.60 American gold. It will be readily seen that the shoe will have to be a very cheap one—not costing the Panama merchant more than \$1.50. In respect to cotton goods, it can also be said that United States articles are popular, although England still holds the bulk of this trade. The American goods are preferred on account of their greater width, absence of stiffening, and permanence of dyes. The main thing against the American article is the lack of variety of patterns in each case or

bale. In imports of this class, it will be seen from the table herewith sent that the United States is second only to England.

It might be well to mention one method of European houses which has a great tendency to make their prints, etc., popular. For instance, take the case of cotton prints; the conditions of exchange, customs, and circumstances are such that a certain width of goods is preferable over the general width. European houses show a ready compliance and make their goods of the desired width and style, while American houses refuse to do this—no doubt for some good reason, but certainly at a loss to their export trade.

#### UNITED STATES PACKING.

There has been much said of the faultiness of American packing, and there is still much to be said. There is probably no place among the foreign ports of this part of the world where the consular officer has a better opportunity to judge American packing as compared with that of other countries than in Panama and Colon. Not only do goods come from the States and other countries to Panama, but also from San Francisco to New York and vice versa, and from these ports and ports in England, Germany, France, Italy, Spain, etc., to South and Central America. It is seen here that experienced countries can obtain more favorable freight rates for goods well packed than a country that is able to supply the same class of goods, if not a better, yet packs them badly. To better exemplify the truth of these remarks, I will cite an instance that came under my own personal observation.

A gentleman living in Panama ordered a tricycle for his little boy from a New York house, the price of which was \$3.35 f. o. b. New York. This was shipped via Colon to the gentleman in Panama, so packed that the freight on it was \$9.85. This was rather discouraging, but so well did the tricycle itself please the party that he determined to make another order. In his letter to the firm he gave very explicit instructions as to how the machine should be packed for shipment. The shippers carried out his instructions as best they could, and so well did they succeed that on the second order the cost of the article and the freight combined was a little less than the freight alone on the first article. This is an example of what better packing would do so far as freight rates are concerned, and in many instances can be applied to large shipments. This advantage the European houses see, while the American shipper does not seem to pay the slightest attention to it. Frequent shipments of paints, varnishes, etc., from the United States come with any number of the tins empty or leaking, all on account of frail outside boxing. All these things tend to place American goods on an unsound footing with foreign merchants; and too much stress can not be laid on the subject and too much improvement can not be made by our home shippers in this direction.

H. Doc. 481, Pt. 1—41

## IMPORTS.

I append herewith a table of the imports into Panama for 1898.

*Value of imports to the port of Panama during 1898.*

Articles.	England.	Germany.	France.	Spain.	United States.	China.	Other countries.	Total.
Ale and beer .....		\$3,600			\$11,410			\$15,010
Shoes .....	\$11,090	18,420	\$9,745	\$8,325	6,965			48,945
Cotton goods .....	284,595	18,365	8,185	17,560	53,120			381,815
Linens .....	21,475		890					21,855
Silks .....	5,745	4,350	3,175		2,245	\$202,235		217,750
Woolens .....	19,405	4,790	595					24,790
Glassware .....		4,340	885		8,060			8,985
Groceries .....	23,440	7,505	4,595	6,815	197,440		\$96,700	235,995
Hardware and machinery .....	34,230	49,160	14,490	4,480	100,915			208,275
Hats .....	195	1,040	4,485		2,670		8,490	11,890
Drugs .....	24,940	9,875	26,095		31,570		2,420	94,900
Wines, etc. ....	1,375		9,105	5,585	18,555		19,170	53,790
Total .....	426,490	121,435	81,795	37,265	427,960	202,235	121,780	1,318,950

## CONDITIONS OF TRANSPORTATION.

No new lines of transportation have been added to those running to Panama, except that the two lines heretofore running south from Panama have been extended to Central American ports, and it is reported that in a short time they will give service to San Francisco. At present, the Panama Railroad connects Panama with steamship lines to New York, New Orleans, and all ports in the West Indies and Europe. From Panama direct two steamship lines (the Pacific Steam Navigation Company and the South American Company of steamships) run south as far as Valparaiso and north to Central American ports. The Pacific Mail Steamship Company runs north to San Francisco, touching at all Central American and Mexican ports.

The following table will give a correct idea of the amount of tonnage entering and clearing from this port during the year 1898:

Nationality.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
British .....	76	68,166	81	72,863
German .....	8	2,209	8	2,209
United States .....	66	99,353	65	97,805
Chilean .....	27	40,248	27	40,248
Colombian .....	10	149	10	149
Other countries .....	18	15,735	16	14,449
Total .....	200	255,860	202	227,723

## CREDITS.

European houses offer longer credits to the South and Central American merchants than United States firms. From six to nine months credit is often given, and sometimes longer, but as a general thing this long credit is not sought by the better class of houses here, shorter time being preferred, as interest is a matter of no small consideration on large orders.

## EXCHANGE.

The rate of exchange at present, as compared with the United States dollar, is \$1.54 premium. This rate is constantly fluctuating, but has shown a tendency toward a decrease in the value of the Colombian peso.

## TARIFF RATES AND TAXES.

The tariff rates remain the same, being 10 per cent on all articles entering except those excluded, such as matches, salt, ice, and cigarettes. On commercial travelers, there is a tax of \$20 (\$8.86) for exhibiting samples. This is Colombian silver, and is the only tax they must undergo. A passport is not demanded in Panama, but might be well to have in interior places.

The duty on liquors per kilo, gross weight, is:

Articles.	Colom- bian silver.	United States currency.
	<i>Cents.</i>	<i>Cents.</i>
Sirups .....	2	.0088
Table wines .....	2	.0088
Ale and beer, ginger ale, etc. ....	2	.0088
Sherry, port, sweet and dry wines .....	10	.044
Champagne and other sparkling wines .....	10	.044
Medicated wines .....	10 per cent ad val.	

## IMPROVEMENTS IN HARBOR FACILITIES, ETC.

There has been no material improvement in the harbor facilities of Panama. The wharf at La Boca (the mouth of the proposed Panama Canal) has been finished, but no vessels have gone alongside yet, and it seems that it will be some time before this can be done, as the channel is by no means complete. There is constant work on it, however, and the people in charge maintain that it will be ready at an early date.

## GENERAL.

There is another invitation for a contract to supply water to this city. This will add greatly to the health of the city.<sup>1</sup>

So far as small industries are concerned, Panama has several small factories that meet a great deal of the home consumption in such things as soap, tallow candles, macaroni, and bottled soda, ginger ale, and other drinks of this class. There is also an ice plant, and two local distilleries of methylated spirits of a superior character. This latter industry has been established during the last year, and furnishes an article as good if not better than that which had been imported heretofore. Samples average by weight 90 per cent, and have a specific gravity of 0.82.

FRANCIS A. GUDGER,  
*Vice and Deputy Consul-General.*

PANAMA, *October 17, 1899.*

## COLON.

In compliance with instructions contained in Department circular dated July 10, 1899, I submit the following report of the commerce and industries of this consular district for the twelve months ended June 30, 1899.

<sup>1</sup> See Consular Reports No. 232, January, 1900; Advance Sheets No. 580, November 15, 1899.



In the preparation of the tables showing the imports and exports, I was compelled to resort to the original entries on the monthly sheets kept at the local custom-house, to which records I have been granted access by the custom officials, whose courtesy I am pleased to acknowledge.

General reports of the imports and exports and of shipping are not compiled by the Colombian Government oftener than once in two years. The last report was for the two years ended December 31, 1896, which has very recently been published. I am informed that the general report for the two years ended December 31, 1898, has not yet been completed. These reports, even if recent, would not be proper subject-matter for this review, as they pay no attention to the articles exported to Colombia by the respective countries.

The commercial importance of this town and consular district is indicated by the figures given, figures which also disclose a fact greatly to be appreciated, that in both exports and imports at this port the United States occupies an important place. In the preparation of a report of this kind, I deem it a matter of importance to state the nature of goods dealt in and their quantities as well as values, as this gives our exporters an idea of the conditions of trade.

For the six months ended December 31, 1898, the record of imports stands as follows:

Country and nature of goods.	Quantity.	Value.
<b>England:</b>		
Dry goods.....packages..	10, 181	\$55, 431
Liquors.....cases..	3, 580	15, 745
Drugs.....packages..	214	1, 106
Hardware.....do.....	195	114
Coal.....tons..	2, 514	7, 545
Provisions.....packages..	1, 142	8, 848
<b>Total.....</b>		<b>88, 783</b>
<b>France:</b>		
Dry goods.....packages..	2, 747	31, 884
Liquors.....cases..	4, 448	25, 567
Provisions.....packages..	1, 478	7, 261
Drugs.....do.....	95	2, 066
<b>Total.....</b>		<b>66, 728</b>
<b>Germany:</b>		
Dry goods.....packages..	1, 468	31, 091
Liquors.....cases..	2, 216	7, 376
Hardware.....packages..	3	84
Provisions.....do.....	7, 739	13, 174
Drugs.....do.....	6	404
<b>Total.....</b>		<b>52, 079</b>
<b>United States:</b>		
Dry goods.....packages..	53, 396	109, 271
Kerosene.....cases..	4, 800	3, 991
Lumber.....		19, 438
Liquors and oils.....cases..	2, 559	14, 000
Drugs.....do.....	261	6, 025
Hardware.....do.....	523	4, 593
Coal.....tons..	4, 564	8, 668
Provisions.....packages..	15, 144	59, 668
<b>Total.....</b>		<b>225, 649</b>
<b>Italy:</b>		
Dry goods.....packages..	187	5, 234
Liquors.....cases..	1, 329	6, 573
Provisions.....packages..	4, 148	9, 324
Drugs.....do.....	57	708
<b>Total.....</b>		<b>22, 484</b>

For the six months ended June 30, 1899, the record of imports is as follows:

Country and nature of goods.	Quantity.	Value.
<b>England:</b>		
Dry goods ..... packages..	5,210	\$30,470
Liquors and oils ..... cases..	3,189	11,997
Drugs and paints ..... do.....	158	1,297
Hardware ..... packages..	1,551	1,818
Provisions ..... do.....	2,715	14,643
<b>Total.....</b>		<b>56,205</b>
<b>France:</b>		
Dry goods ..... packages..	1,859	26,065
Liquors and oils ..... cases..	1,846	10,175
Hardware ..... packages..	1,218	12,326
Provisions ..... do.....	912	2,515
Drugs and paints ..... do.....	40	1,928
<b>Total.....</b>		<b>53,008</b>
<b>Germany:</b>		
Dry goods ..... packages..	1,065	10,537
Liquors, oils, etc. .... cases..	574	1,692
Hardware ..... packages..	812	3,446
Provisions ..... do.....	10,650	21,748
Drugs ..... do.....	5	20
<b>Total .....</b>		<b>107,443</b>
<b>United States:</b>		
Dry goods ..... packages..	29,180	72,496
Kerosene ..... cases.....	9,000	8,890
Lumber ..... cases.....	409	21,333
Liquors, oils, etc ..... cases..	2,372	2,372
Drugs ..... packages..	125	2,413
Hardware, railroad fixtures, etc. .... do.....	12,482	32,478
Coal ..... tons.....	12,515	29,909
Provisions ..... packages..	59,461	66,977
<b>Total .....</b>		<b>236,868</b>
<b>Italy:</b>		
Dry goods ..... packages..	136	2,647
Liquors, oils, etc. .... cases..	504	1,811
Hardware ..... do.....	12	70
Provisions ..... packages..	2,240	3,963
Drugs ..... do.....	36	641
Woodwork ..... pieces.....	8	40
<b>Total.....</b>		<b>9,172</b>
<b>England:</b>		
Rubber ..... pounds.....	2,602	2,690
Mahogany ..... logs.....	79	1,580
Turtle-shell ..... pounds..	4,110	54,538
Stuffed birds ..... packages..	1	300
Ivory nuts ..... bags.....	177	700
Sarsaparilla ..... kilograms..	20,032	22,551
Deerskins ..... package.....	1	900
<b>Total.....</b>		<b>83,524</b>
<b>France:</b>		
Mahogany ..... logs.....	133	940
<b>United States:</b>		
Bananas ..... bunches.....	151,556	75,777
Cocoanuts ..... bags.....	10,553	33,454
Cedar ..... logs.....	21	1,680
Rubber ..... kilograms..	609	655
Mahogany ..... logs.....	104	2,850
Turtle-shell ..... kilograms..	839	14,890
Ivory nuts ..... bags.....	1,102	4,398
Hides ..... do.....	120	360
<b>Total.....</b>		<b>134,064</b>

For the six months ended June 30, 1899, the record of exports is:

Country and nature of goods.	Quantity.	Value.
England:		
Rubber.....kilograms..	565	\$742
Mahogany.....logs..	78	1,825
Turtle-shell.....kilograms..	539	10,780
Sarsaparilla.....do..	4,433	4,480
Deerskins.....bale..	1	200
Total.....		18,027
United States:		
Bananas.....bunches..	154,221	\$77,110
Cocanuts.....	9,198	27,544
Cedar.....logs..	12	300
Rubber.....kilograms..	1,109	1,161
Coffee.....lot..	1	80
Turtle-shell.....kilograms..	1,054	21,080
Ivory nuts.....bags..	762	3,048
Hides.....	220	660
Total.....		131,973

#### THE TOWN OF COLON.

Colon is an important seaport town, with a population estimated at 8,000, consisting mostly of West Indians, the greater number coming from the island of Jamaica. Its site is very low and swampy, and, owing to the exceedingly poor drainage and sewerage of the place, during the rainy season (which begins about the 1st of April and lasts until the 1st of January) the entire town is dotted with pools of stagnant water, which is the chief cause of the unhealthy conditions. The town is laid out in fairly regular order. Its streets are somewhat wider than those of the average Spanish-American town, but are very poorly kept. In former years a tax of 1 peso, equal to 43 cents, was imposed on all residents of the place, which revenue was expended in repairing the streets. This practice has for some time been abandoned; consequently the streets are in very poor condition. The northern side of the town is owned by the Panama Railroad Company, and is reserved for the residence of its employees, who are exclusively Americans, except the laboring class, which is composed of natives and Jamaicans. The part of the town owned by the Panama Railroad Company is supplied with water from the Chagres River. The remaining population is almost entirely dependent on the rainfall for supply. This is sometimes exhausted during the dry season, which causes much suffering. All drinking and cooking water should be filtered, and when so treated no better could be desired. A filter manufactured at Chicago, Ill., has met with hearty approval here, and would undoubtedly find a large sale but for the high price. It retails on this market for 25 pesos, equal to \$10 United States gold. There is an electric-light plant in course of construction here. So far, the orders for engines, fixtures, etc., have been placed in New York. I am informed that the plant will begin operation by the first of the ensuing year. There is no means of conveyance here other than the public coaches. These are licensed, and their charges are regulated by the municipality. There are twelve in the town. Each coachman is required to keep the tariff of fares posted in his carriage. It costs but 20 centavos, or 8 cents, to go from one point of the town to another. There is little difference in the styles of public coaches in use. They are two-seated covered carriages, so

arranged that the front seat can be turned, giving ample room for three passengers and the coachman. During the year reported, all the carriages imported came from the United States. No other conveyances are to be seen here. All freight and merchandise is transferred in the town on carts, drawn by mules. The town is policed by thirty-eight uniformed officers. A great deal of drunkenness and disorder prevails at times, those guilty of misdemeanor being generally foreigners, especially sailors.

#### HARBOR FACILITIES.

The harbor of this port is by no means a safe one, as it is only an open bay without natural or sea-wall protection; therefore ships, especially sailing crafts, are in great danger during the so-called norther season, which lasts from January 1 to April 1. The facilities for shipping here are in every particular modern. There are four piers, all of which are constructed on modern plans, arranged so that freight can be transferred from the car yards of the Panama Railroad Company, also from one ship to another, at minimum expense. Three of the piers mentioned are owned by the Panama Railroad Company, and the fourth one by the Royal Mail Steam Packet Company; all of them extend into 26 feet of water, and have accommodation for eight ocean steamers and a number of small sailing crafts.

#### PORT REGULATIONS.

Upon the arrival of a ship in port, the chief of the custom-house at once pays the "visit," and the master must produce for his inspection the following papers: (1) The ship's register, (2) the ship's crew list, (3) the ship's passenger list, (4) the ship's manifest, duly certified by the Colombian consul in the port from which cargo has been brought for this port, (5) list of ship's stores, (6) bill of health. The master then deposits the ship's register, together with crew list and shipping articles, with the representative of country to which his vessel belongs; the representative at once notifies the custom authorities, and the vessel is then allowed to discharge or take cargo.

#### QUARANTINE.

In the existing laws is found a very comprehensive system for sanitation at this and all other Colombian ports. Owing to the fact that no quarantine station or receiving station of any kind is maintained here, and to the entire lack of appliances for disinfection and fumigation, it is impossible for the local authorities to enforce the provisions of these laws, and vessels known to come direct from infected ports, as well as those having, or suspected to have, contagious disease on board, are not permitted to come to the pier without the permission of the health officers, whose duty it is to inspect each vessel entering. I am unaware of the detention of a vessel in this port since the early part of the year of 1898.

#### FOREIGN GOODS.

While the United States has the lead in the trade with this port, I am convinced that it can be greatly increased if longer credits be

extended and more attention be paid to the peculiarities of the market, especially in the line of domestics and fancy prints; in fact, all kinds of cheap fabrics. A complaint I have heard lodged against American exporters by every merchant in this town is that they pay little or no attention to patterns. While their cheap fabrics are always appreciated to the fullest extent and find better sale than those of any other country, the pieces are entirely too large. The merchants here have to turn their goods over within a very limited time, on account of the damp climate and the multitude of insects of every conceivable kind. They like the goods in pattern ranging from 10 to 15 yards, according to width.

Many lines of American goods are yet unknown here, which I am confident would meet with ready sale if once introduced. This can be best done by traveling salesmen, carrying a general line. I know of several instances in which the importation of a United States article by a private party has led to the immediate sale of several of its kind. For example, a Remington hammerless shotgun was recently imported by an American resident of this place; several have since been sold to parties who saw it. The same could be said of bicycles and a number of articles in the hardware line.

#### INDUSTRIES.

There is very little industry of any kind in progress here, though considerable capital has recently been invested by a United States company in the growth of cacao, rubber, and coffee. The farm is being fast developed, and as the soil and climate seem to be adapted to the growth of these three products, the company feels quite sure that the investment will prove to be profitable.

#### PORT REGULATIONS AND CHARGES.

These, with the exception of rates for water, are about the same as at all Central and South American ports.

The wharfage rates are:

	Per day.
All steamers .....	\$35. 00
Vessels under 50 tons .....	1. 00
Vessels over 50 and under 100 tons .....	1. 50
Vessels over 100 and under 150 tons .....	2. 00

There is an increase of 50 cents for every additional 50 tons up to 400 tons, and of \$1 for every additional 50 tons.

Light fees are: Vessels, with or without deck, not exceeding 6 tons, free; under 100 tons, \$1. For every additional 100 tons or part thereof, fees increase \$2.

#### CUSTOMS DUTIES.

The charge on all goods imported is 10 per cent.

#### TRANSPORTATION.

It is generally known that the Panama Railroad connects Colon, on the Atlantic coast, with Panama, on the Pacific, and is a great highway for carrying cargo from Europe and United States to the western coast

of South and Central America and western part of the United States, and vice versa. Colon is connected with all parts of Europe by steamship lines of different nationalities. Vessels engaged in the coasting trade are permitted to fly no flag other than the Colombian. Many of these small vessels are engaged in collecting cocoanuts and ivory nuts, which are brought to the more important ports for shipment to foreign countries. The greater part goes to the United States.

T. S. FLOURNOY COBBS,  
*Vice and Deputy Consul.*

COLON, *November 25, 1899.*

### BOCAS DEL TORO.

In the absence of all official records and statistical information that is not more misleading than helpful, I have been careful to make the following estimate and review of the commerce of Bocas del Toro for the fiscal year ended June 30, 1899, as nearly correct as possible.

#### GEOGRAPHICAL.

To make the actual commercial conditions here clear, I think it necessary to explain. The municipal district of Bocas del Toro extends along the Atlantic coast from a not very well defined point between Colon and Chiriqui Lagoon, on the east, to the Sixaola River, on the west. This river forms the boundary line between Colombia and Costa Rica, and Colombia has had possession of and jurisdiction over all the territory east of the Sixaola River for many years. I believe that all American maps place the boundary much farther eastward. The mountain range which extends from Alaska to Cape Horn is here so near to the Atlantic coast that the land is extremely rough and broken, and where there is any comparatively level land between the foothills and the coast, a very large percentage of it is swampy. Consequently, there is no development of the interior on the Atlantic slope; there are no roads of any kind; transportation and traveling is all by water. The coast from Chiriqui Lagoon in both directions is very sparsely settled by a shiftless people of mongrel breed, in whom Indian and negro blood predominates, and whose wants are so few and simple that they can hardly be considered a factor in the commerce of the district. They do, however, sell a little sarsaparilla and rubber to traders for rum, tobacco, powder and shot, and cheap cotton goods. The town of Bocas del Toro is on one of the group of islands that form a chain between Chiriqui Lagoon and the Caribbean Sea. There are about a dozen villages and small settlements scattered along the coasts of the islands and main land surrounding Chiriqui and Almirante lagoons. All the land that is cultivated lies along the coast and the banks of the several rivers that empty into the lagoon. Fully 90 per cent of the cultivated lands are devoted to banana culture. Probably 250 lighters and barges, about 15 naphtha launches, and 6 steam launches of various sizes are used for towing. On an average, four steamships per week the year around load bananas for Mobile and New Orleans. In loading, ships make from five to nine anchorages to take on bananas, tugs and launches bringing lighters, etc., alongside.

The population of this cultivated district is approximately 12,000, a large percentage consisting of Jamaica negro laborers.

#### EXPORTS AND IMPORTS.

Bocas del Toro exports to the United States about 2,000,000 bunches of bananas per annum (year ended June 30, 1899). Exporters here pay for the fruit, including price paid to growers, port charges, and expenses of loading, approximately, \$390,000 United States gold; about 350,000 cocoanuts are also sent, of a value of \$4,500, making the total exports \$394,500.

Exports to other countries are:

Germany:	
7,200 pounds rubber.....	\$2,304
5,000 pounds tortoise shell.....	18,000
Total.....	20,304
England:	
45,000 pounds sarsaparilla.....	8,000

The total exports in United States currency amount to \$422,804. During the year all the importing was done by two firms, one of them composed of Germans exclusively. The other, an American firm, placed the entire management of their "merchandise department" in the hands of a Hamburg German. These facts naturally caused considerable importations from Germany that would perhaps have been brought from the United States had the business been in American hands. Not only do Germans buy in Germany on general principles in preference to buying in the United States, but these Germans knew the German markets thoroughly and had excellent business connections and well-established credit in Hamburg.

As on an average four steamers a week come to Bocas del Toro direct from Mobile and New Orleans, prompt and regular freight service is afforded, and almost all the food stuffs consumed by the 12,000 people of this district are purchased in the United States and come on these ships. This place imported from Germany last year Rangoon rice in bond, woolen goods, bleached cottons, ready-made clothing, silks, satins, laces, embroideries, ribbons, artificial flowers, toys, fancy goods and notions, clocks, lamps, glassware, and crockery, cheap jewelry, cutlery, lead shot, wines, liquors, and alcohol to the amount of 145,500 marks (\$34,629).

From England came galvanized-iron roofing, iron pots and kettles, handkerchiefs, printed muslins, hosiery, straw hats, Morton's canned and bottled goods, meats, fish, fruit, olives, olive oil, condiments, sauces, etc., and candies to the amount of £5,800 (\$28,257).

From Jamaica there was shipped sugar, rum, etc., to the amount of £1,500 (\$7,299).

From the United States came all kinds of food stuffs, provisions, meats, flour, sugar, canned goods, butter, eggs, and cheese, biscuit and crackers, as much bleached cotton as from England and Germany together, brown cottons, brown and blue drills, cotton prints, denims, canvas, and sail cloth, boots, shoes, tinware, woodenware, yellow pine lumber, bottled beer, boat-building materials, carpenter and machinists' tools, nails, etc., amounting to \$280,000.

## TARIFF.

Import duties are 10 per cent Colombian silver<sup>1</sup> on value as per consular invoice. Salt and cigarettes and cigarette tobacco are prohibited. Tobacco, leaf, plug, etc., pays an import duty of \$2 Colombian silver (85 cents) plus 25 per cent (on the \$2) per kilo (2.204.6 pounds), and cigars pay \$4 Colombian silver (\$1.70) per kilo. Meats of whatever kind, excepting hams, when in packages of more than 1 kilo, pay 5 cents Colombian silver (2.3 cents) per kilo. All these duties are imposed on gross weights of the articles and the packages containing them. Alcohol pays \$1.20 Colombian silver (51 cents) per liter; brandy, etc., 60 cents (25.6 cents) per liter; sweet wines, 10 cents (4.2 cents) per liter; claret, 2 cents (.08 cent) per liter; beer, 2 cents (.08 cent) per liter.

The duties on beef and pork in barrels, 5 cents (2.3 cents) per kilo gross, are so heavy as to have almost stopped the importation of these articles, which represented an important item before the taxes were imposed.

## EXCHANGE.

Exchange has stood during almost the whole year at 245 Colombian silver to 100 American gold, thirty-day drafts against cargoes of bananas, or 250 for sight drafts.

The latter part of the year, many sellers refused to give exchange other than sight at 250. The supply is not equal to the demand.

## PACKING.

As to methods of packing goods, there is nothing left to be desired. As goods are simply unloaded from ships into barges and put ashore, and are always reshipped in the same way, there is no need of special size or shape of packages for this trade.

I do not think that better packing of goods by European houses gives the latter any advantage over American merchants.

Things are more carefully packed in Europe, as they have a long distance to go and must be transhipped. The extra packing and double casing are at the buyer's expense, as are packages with neat and often elaborate labels. Importers here prefer to save these extra costs, though they are small. It has been my observation that American manufacturers are perfectly willing to make up goods in attractive packages when the buyer will permit it.

Here, where both English and Spanish are spoken, "dollar" is considered the literal translation of peso and vice versa; so an article that costs in the United States \$3 costs here, with freight, exchange, commission, etc., \$10. Importers are apt to sacrifice everything to cheapness of goods. The dollar mark (\$) is the customary and legal sign here for the peso or Colombian dollar.

Business has been prosperous during the year, and everything indicates that it will continue to thrive in the coming year.

D. R. HAND, *Consular Agent.*

BOCAS DEL TORO, *January 5, 1900.*

<sup>1</sup>The United States mint valuation of the Colombian peso, January 1, 1900, was 42.7 cents.



## MEDELLIN.

In compliance with the instructions contained in the circular issued by the Department of State under date of July 10, I inclose a statement giving information that I have been able to obtain regarding the imports and exports of this district, the Colombian Department of Antioquia, during the year 1898 and the first half of the present year.

The monthly reports published by the Antioquia Railway Company have been my only available source of trustworthy information as to the imports and exports of the portion of this district that can utilize the railway. This portion may be safely considered to have from 70 to 80 per cent of the traffic of Antioquia.

Though the bulk of the Antioquian trade is with England, flour, lard, and petroleum are imported from the United States, and most of the hides and coffee produced are sent in return.

Mining is the principal industry of Antioquia. Its gold and silver mines have been worked successfully from a remote colonial epoch, and at present about \$3,500,000 worth of bullion is annually exported, principally to England. The population of the department is about 730,000.

THOMAS HERRAN, *Consul*.

MEDELLIN, *September 21, 1899.*

*Imports over the Antioquia Railway in 1898.*

	Kilograms.		Kilograms.
Building materials.....	32, 879	Lead .....	113, 523
Cigars and cigarettes.....	34, 648	Machinery .....	67, 107
Demijohns.....	17, 811	Matches .....	17, 190
Explosives.....	140, 352	Mails .....	70, 489
Flour.....	293, 009	Nails .....	31, 942
Freight:		Passenger luggage .....	34, 335
For the electric-light com-		Petroleum .....	65, 381
pany .....	8, 288	Provisions .....	195, 373
For the railway company ..	270, 578	Salt .....	1, 113, 766
For the departmental gov-		Wine, spirits, and beer.....	550, 530
ernment .....	104, 422	Wine.....	81, 879
For the national govern-		Unclassified.....	118, 206
ment .....	11, 440		
General merchandise .....	2, 674, 423	Total .....	6, 492, 437
Iron, steel, and copper.....	433, 931	Total in pounds .....	14, 313, 227
Lard.....	10, 935		
Passengers, 7,692.			

*Exports over the Antioquia Railway in 1898.*

	Kilograms.		Kilograms.
Anise seed.....	1, 837	India rubber.....	4, 304
Building materials.....	15, 293	Live plants.....	17, 035
Cigarettes.....	75	Machinery .....	4, 631
Coffee.....	3, 407, 784	Mails .....	5, 061
Demijohns.....	1, 178	Ores .....	1, 061
Freight:		Passenger luggage .....	14, 278
For the railway company ..	7, 924	Powder .....	320
For the national govern-		Provisions .....	187, 519
ment .....	80	Timber .....	34, 581
General merchandise .....	46, 179	Wine, spirits, and beer.....	27, 013
Gold and silver bullion .....	17, 164	Unclassified.....	12, 391
Hats, Panama.....	1, 092		
Hides .....	395, 073	Total .....	4, 206, 679
Horns .....	5, 206	Total in pounds .....	9, 274, 045
Passengers, 9,390.			

*Imports over the Antioquia Railway from January 1 to June 30, 1899.*

	Kilograms.		Kilograms.
Building materials .....	15,561	Lead .....	63,107
Cigars and cigarettes .....	21,497	Machinery .....	17,884
Demijohns .....	10,559	Mails .....	32,274
Explosives .....	90,302	Matches .....	1,553
Flour .....	391,688	Nails .....	8,890
Freight:		Passenger luggage .....	13,204
For the electric-light com-		Petroleum .....	44,188
pany .....	29,367	Provisions .....	138,907
For the railway company ..	118,678	Salt .....	282,489
For the departmental gov-		Wine, spirits, and beer .....	304,341
ernment .....	44,566	Wire .....	63,251
For the national govern-		Unclassified .....	65,562
ment .....	524		
General merchandise .....	1,312,696	Total .....	3,308,345
Iron, steel, and copper .....	209,844	Total in pounds .....	7,298,577
Lard .....	27,413		
Passengers, 4,930.			

*Exports over the Antioquia Railway from January 1 to June 30, 1899.*

Anise seed .....	1,558	Live plants .....	8,793
Building material .....	17,493	Machinery .....	4,564
Cigarettes .....	1,628	Mails .....	3,046
Coffee .....	2,323,881	Ores .....	733
Demijohns .....	633	Passenger luggage .....	3,453
Freight for the railway com-		Provisions .....	82,908
pany .....	4,712	Sugar .....	783
General merchandise .....	39,455	Timber .....	9,016
Gold and silver bullion .....	8,355	Wine, spirits, and beer .....	11,972
Hats, Panama .....	335	Unclassified .....	6,272
Hides .....	199,998		
Horns .....	2,764	Total .....	2,734,964
India rubber .....	2,612	Total in pounds .....	6,029,502
Passengers, 5,233.			

*EXCHANGE IN COLOMBIA.*

When quotations of exchange are given in Medellin, they are understood to refer to bills drawn on England at thirty days' sight, unless otherwise specified, and from these quotations the values of bills on other countries are determined, in accordance with the intrinsic values of the respective monetary units.

Premium on exchange is computed upon the somewhat inaccurate assumption that the par value of £20 is exactly 100 Colombian gold pesos, whereas the true equivalent of £20 is 100 gold pesos and 86 cents; so that, taking the present current rate as an example, it is not quite correct to say that exchange is at 355 per cent premium, because what we mean is that for £20, the equivalent, not of \$100, but of \$100.86 (Colombian gold pesos), \$455 in Colombian paper currency is charged.

The Colombian monetary system is based upon the French, the Colombian gold peso being worth exactly 5 francs, and the monetary units of the principal countries that have commercial relations with Colombia have the following values, expressed in Colombian gold pesos and thousandths:

British pound sterling .....	\$5.043
American dollar .....	1.036
French franc .....	.200
German mark .....	.247

As the rates of exchange will show, gold still circulated in Colombia in 1881, but it was gradually replaced by silver money. Later on the silver-peso piece, containing 900 parts of pure silver to 100 of alloy, disappeared before the half-peso piece, with 835 parts of pure metal to 165 parts of alloy; and in 1886 this baser coin was in turn supplanted by the paper peso, the present legal tender of the country.

The amount of paper money in circulation is officially stated to be \$40,000,000; not an excessive amount for a country containing about 5,000,000 inhabitants and having vast natural resources. Still, the paper peso has fallen to about one-fifth of its nominal value, and there is nothing in the present situation to warrant the supposition that the lowest point has as yet been reached.

The commercial prostration of Colombia is mainly due to the continued depression in foreign markets of the price of coffee, the principal export. The imports have naturally shrunk with the exports, and consequently the national revenue, derived from the custom-houses, has been proportionately reduced. At the same time retrenchment of expenses has not been effected, and the country is burdened with a diplomatic and consular service and a standing army beyond its means.

*Average monthly rate of premium paid in Medellin for bills of exchange on England from January, 1881, to September, 1899.*

Months.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
January.....	6	16	23	29	28	35	48	90	98	91
February.....	8	15	22	29	28	38	48	96	93	93
March.....	6	14	26	28	28	42	52	99	86	96
April.....	8	14	28	26	28	50	53	110	88	96
May.....	13	17	28	26	28	41	56	126	96	96
June.....	12	16	28	27	28	45	58	101	96	96
July.....	10	16	26	25	30	53	80	90	92	98
August.....	8	15	23	25	32	51	82	100	89	93
September.....	9	22	23	26	32	43	82	101	91	93
October.....	13	16	23	26	31	49	83	101	91	92
November.....	15	22	26	28	31	48	83	96	90	88
December.....	15	23	28	28	32	47	84	98	92	88
Annual average	10.2	17.2	25.3	26.8	29.7	45.2	67.4	100.5	91.8	92.8

  

Months.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
January.....	90	86	106	145	156	142	140	178	238
February.....	90	87	104	151	.....	140	142	172	240
March.....	87	90	110	170	180	142	142	171	243
April.....	82	96	110	178	190	143	145	178	248
May.....	78	97	113	178	180	138	141	191	252
June.....	80	98	120	172	175	135	138	192	300
July.....	83	90	125	166	165	134	145	191	310
August.....	83	95	128	166	151	140	149	200	440
September.....	85	100	144	170	154	138	149	208	355
October.....	90	100	146	169	150	138	160	210	.....
November.....	100	100	144	162	139	140	170	212	.....
December.....	90	100	144	162	137	140	171	220	.....
Annual average	86.5	94.8	124.4	165.8	161.5	139.6	149.3	193.6	291.8

THOMAS HERRAN, *Consul.*

MEDELLIN, *September 27, 1899.*

ECUADOR.<sup>1</sup>

Meager sources of information render it difficult to make a satisfactory report on this or other South American countries. Statistics are rarely published, and are frequently stale and unreliable. No statistics of this country have been published since 1891, until recently, for 1897. The great fire of 1896 destroyed records. The tables sent herewith, of a sort readily accessible in countries like our own, were compiled from the books of the custom-house by my clerk, involving weeks of labor, and are approximately correct.

## ECONOMIC AND INDUSTRIAL PROGRESS.

The year 1898 marks an epoch in Ecuadoran history. The Liberal party enacted a number of progressive laws, to wit:

- (1) Adoption of the gold standard.
- (2) Ratification of contract with American and English syndicate for building the Guayaquil and Quito railroad.
- (3) Abrogation of church domination.
- (4) Settlement of foreign debt.

This was not accomplished without violent opposition, resulting in armed rebellion in the early part of 1899. This, however, met with a crushing defeat, and the indications are that the reactionists will not be able to stir up civil strife again for some time. A presidential election in 1900 may bring another conflict. The Congress now in session has enacted a number of measures, some excellent, which when published I will transmit.

The industrial progress has been gratifying. Guayaquil, which is to Ecuador politically what Paris is to France and commercially what Hamburg is to Germany, has literally risen from its ashes, and traces of the great fire of 1896 are rapidly disappearing. The business portion of the city has been almost entirely rebuilt, a better class of buildings replacing those destroyed. This is true also as regards the residential portion of the town.

Some municipal improvements have been made both here and in Quito, but much yet remains to be done.

The highways of the Republic, if they can be called such, are in a deplorable condition, and demand the immediate attention of the Government. Even in summer the roads to Quito are very bad, and in winter wretched beyond conception; in fact, for the greater part of the distance they are simply mule trails, varied with mud bogs. The roads from the smaller coast towns to the interior are even worse. The Ecuadoran adage that "The country is one for birds to fly over, and not for men to traverse," is unhappily a statement of fact. Nineteen-twentieths of the commerce of Ecuador passes through Guayaquil; her customs returns being 5,700,000 sucres, while all other ports yield but 300,000 sucres of a 6,000,000 sucres total. The railroad to Quito, when completed, will make this city still more important.

A few minor industries have been inaugurated, to wit: A large brewery in Guayaquil, which will naturally diminish the importation of beer; an electric plant at Quito, and other enterprises. A native company has been formed to install an electric plant in this city, but I

<sup>1</sup> In reply to circular of July 10. 1899.

doubt whether the undertaking materializes. The concessionaries have not yet commenced the erection of the jute and cotton factories nor the electric railway from Babahoyo to Balsayamba—40 miles.

#### AGRICULTURE.

Ecuador has been blessed with phenomenal crops, both in 1898 and 1899.

Cacao, on which the whole business of the country hinges, has largely exceeded in yield any previous crop harvested, and has commanded very remunerative prices. It is doubtful whether a crop grown in any country yields such returns as cacao. Tables show that France receives about double what goes to any other country, but I am told it is shipped to Havre for distribution to all Europe, and French consumption is much less than might be supposed.

A recent effort to create an export trust in this article proved a failure; yet it would be easy for capitalists to "corner the market."

The cultivation of rubber, I am told, is meeting with great success. If true, it will stimulate effort in that direction.

The sugar crop has been small, owing to unfavorable seasons. It is sufficient only to supply the local demand.

Rice, which the country can produce in quantity, does not receive the attention it merits, and considerable quantities are imported from Peru and Chile.

Hides, which go chiefly to the United States, show a large increase over 1897.

Exports of coffee in 1898 were slightly less than in 1897. They go principally to Chile, France, and England.

Cotton grows wild, but is gathered mainly to supply local demands. Exports amount only to 25,000 sucres (\$11,150).

The production of wool is small. Consumption is local, mostly by peasantry in the cold mountain section.

#### MANUFACTURES.

There are a few cotton and woolen mills, sugar refineries, soap, chocolate, candy, beer, and other factories in Quito, Guayaquil, and other cities. Statistics are unobtainable.

#### EDUCATION.

This is in a very backward state. Primary schools are supported by the municipalities; colleges by local and government aid. Teachers are poorly paid and school equipment is very inferior. It is said most of the coast population can read and write, but in the interior, where the bulk of the people reside, there is deplorable illiteracy, especially among the Indians. This is a most interesting race; gentle, industrious, and anxious, at least in many cases, to acquire knowledge.

It would be a philanthropic act to establish English schools here.

#### SOCIAL AND SANITARY.

It is gratifying to state that wages are increasing, and the standard of living, which is of the most primitive character, is improving. On

the Guayaquil and Quito Railroad the men are paid 1.20 sucres (60 cents) per day, and the Hacendados have been compelled to increase wages to retain their laborers. In Guayaquil, which is in touch with the outside world, wages are fair; in Quito, so poor one marvels how the people can live. The foreigners in this city and natives who have traveled and lived abroad have infused American and European ideas into their neighbors to some extent, and their habits, customs, and style of dress are of the present, while Quito, a most picturesque and interesting city, clings to seventeenth-century ideas and ways of life, especially in religious customs and observances.

Sanitary measures are at last beginning to receive attention, and it is said that Congress has decreed that sewers shall be built in Guayaquil. Cleanliness and the observance of the laws of health would make this a healthy town.

#### NATIONAL REVENUES.

National income for 1898 is stated by the minister of hacienda to have been 7,805,000 sucres (\$3,285,905), divided as follows:

	Sucres.	United States currency.
Customs receipts .....	6,053,000	\$2,548,813
Excise tax .....	615,000	258,915
Postage .....	173,000	72,338
Other sources .....	964,000	405,844
<b>Total</b> .....	<b>7,805,000</b>	<b>3,285,905</b>

#### EXPENSES.

	Sucres.	United States currency.
Administration .....	1,740,000	\$732,540
Military and naval .....	2,049,000	862,208
Liquidation floating debt, interest, etc .....	1,705,000	717,805
Education .....	349,000	146,329
Municipalities .....	336,000	166,716
Judiciary .....	237,000	99,777
Public works .....	262,000	110,302
Deposit to pay interest, foreign debt, etc .....	622,000	261,862
Other items .....	377,000	158,717
Balance in treasury .....	69,000	29,049
<b>Total</b> .....	<b>7,085,000</b>	<b>3,285,905</b>

#### TAXATION.

National revenues are derived, as shown, principally from customs and excise duties; municipal revenues, from licenses, taxes on liquors, assessments on property holders for improvements, water rents, rent of market stalls, etc. The tax on real estate is but one-tenth of 1 per cent. The result is the cities have scant revenues, and are unable to pursue a judicious system of improvements, such as paving, sewerage, street cleaning, maintaining fire department, etc. The inefficiency of the fire department forces property holders to pay 5 to 7 per cent premium per annum to foreign fire insurance companies.

## FINANCIAL SYSTEM.

The Government neither coins money nor issues notes, but vests these rights in the two banks, Commercial and Agrícola, and Ecuador. The money of the country is paper, silver, and gold, the first two redeemable in gold after November 4, 1900. Bills are of 1 to 1,000 sucres denomination; silver, 5 centavos to 1 sucre; gold (condores), 10 sucres. There are also a few nickels in circulation. The country is already virtually on a gold basis. For two years past, the sucre has been worth 48.65 cents American gold and exchange on the United States, three days' sight, is at 107 premium.

The capital of the Commercial and Agrícola Bank is: Authorized, 5,000,000 sucres; paid up, 3,000,000 sucres. That of the Bank of Ecuador is: Authorized, 2,000,000 sucres; paid up, 1,600,000 sucres. Rate of issue, three to one on paid-up capital; stock owned by shareholders; liability of shareholders limited to stock subscribed for. Condition of banks, solvent. Shares Commercial and Agrícola command 50 per cent premium; shares Bank of Ecuador command 70 per cent premium. Annual dividends range from 14 to 16 per cent. The other banks, all of which are located in Guayaquil, are establishments of deposit and discount and mortgages.

## MERCANTILE.

The large exporting and importing houses of Guayaquil are solvent and compare favorably with those of any city in Europe or the United States. Guayaquil receives and distributes nearly all the goods imported.

## MINING.

The mineral wealth of Ecuador is a matter of pure conjecture, and will continue to be until the Government has a geological and mineralogical survey made by a competent chief and corps of assistants, or until, as is much more likely, the Guayaquil and Guito Railroad Company undertakes the work. Gold and silver are known to exist in paying quantities, and it is claimed that petroleum, coal, copper, and other minerals also exist. At present there are only, I think, two mines in operation—Playa de Oro, a placer mine in the province of Esmeralda, and Zaruma, in the province of Loja, both American enterprises. The first, I am told, has not so far been successful, but Zaruma, in which some of the Vanderbilts are interested, promises well. The company is now exporting gold dust monthly to the United States. The death of the manager, Mr. Newberry, an able mining engineer, was a great loss to the company. A vile and often an impassable road from Machala, on the coast, to Zaruma has sadly handicapped the work, entailing expensive delays and loss. Rich deposits of gold undoubtedly exist in the Oriente, which it is likely will receive attention when the railroad reaches Quito. At present, they are not accessible.

This country knows nothing either of its resources, population, area, or boundaries; it is all guesswork. No census has ever been taken, not even in Guayaquil. The number of beeves slaughtered is estimated to represent the population at the rate of one to a thousand; so Guayaquil is now supposed to have 55,000 people within her limits if her population has a normal appetite.

## OCEAN AND COASTWISE TRANSPORTATION.

There are two lines, British and Chilean, giving weekly service north and south, carrying mail and passengers—first-class, comfortable, commodious—running at present from Valparaiso to Panama, thence to Ocos, Guatemala, but arrangements are under way to extend the itinerary to Vancouver. The same British line has a semimonthly service from Guayaquil to Panama and intermediate ports, subsidized by Ecuador to the extent of \$2,400 yearly. The Kosmos Line (German) runs monthly from Hamburg to San Jose, Guatemala, and return, touching at Guayaquil.

Lamport and Holt steamers run from Liverpool to Guayaquil and back monthly.

The Greenock or Gulf Line runs from Liverpool or London to Guayaquil and back monthly.

Merchant Line (W. R. Grace & Co.) gives service once every six weeks, and there are about four steamers dispatched by Flint, Eddy & Co. from New York to Guayaquil, both under the English flag.

In addition, occasional sailing vessels from Liverpool, Hamburg, and Bordeaux bring miscellaneous cargoes, and lumber vessels come from our Pacific States. About a dozen American-built sidewheel steamers, of some 50 tons cargo capacity, ply the various rivers.

The head of navigation in dry season is Babahoyo, port for Quito; Naraujal, port for Cuenca; Port Bolivar, for province of Del Oro, and Santa Rosa, for Loja. In the rainy season the boats traverse the entire Cacas district beyond Babahoyo and Daule, to a distance of 120 miles from Guayaquil.

Besides the steamers engaged in river traffic, there are about 100 or more small smacks moving the products of the country and carrying freight to and from coasting ports and Guayaquil.

The Pacific Mail Steamship Company has not yet made any retaliatory move to extend its service southward from Panama, as was hoped and expected, but may still do so. It has recently cut rates between Ocos and Panama.

## COMMUNICATION WITH THE UNITED STATES.

There is weekly communication via Panama—time about fifteen days, of which there are about eleven of actual travel; also by steamers via the Strait—time about eight to ten weeks, including stoppages.

## FREIGHT RATES TO AND FROM THE UNITED STATES.

Freight rates are decreasing, due to competition via the Strait, but are still much higher by both routes than those from Europe. The Germans give the lowest rates. The Panama Railroad and Steamship Company's charges are so high as to seriously affect United States trade, besides the passenger accommodation being unsatisfactory. No relief can be expected from this company, which is nominally American but really French, until an isthmian canal is built. The completion of the railroad across the Isthmus of Tehuantepec will doubtless create competition and lower freight and passenger rates. Now, one has to pay \$10 gold from Colon to Panama—47 miles—over 20 cents per mile



## RAILWAY TRANSPORTATION.

There is but one railroad in Ecuador, narrow gauge, from Durau, on the Guayas, opposite Guayaquil, to Chimbo, about 60 miles. This line will be widened, in fact virtually rebuilt, and form a portion of

## THE GUAYAQUIL AND QUITO RAILWAY.

This great and difficult road traversing the heart of the Andes is being built, despite the croakers, under the immediate supervision of that energetic gentleman, Mr. Archer Harman, of New York, and work is well under way. Colonel Shunk, an engineer of continental fame, has been forced by illness and his advanced years to return home, but not before the line from Chimbo, present terminus, to Sibambe had been definitely located. This is the most arduous and expensive portion of the line, presenting the greatest engineering difficulties, on which an altitude of 8,000 feet is reached, and the most rugged country traversed. The balance of the line from Sibambe to Quito is easy in comparison, and preliminary surveys have been made preparatory to the adoption of a permanent line. This part of the line requires a climb of 4,000 feet more, but the grade is less. American engineers were under Colonel Shunk's command and are now aiding his successor, Major Harman. The Government has appointed Mr. J. C. Patterson, of Philadelphia, well and favorably known to the railway world, to supervise the work on its behalf and keep it informed as to progress. A large force of laborers is actively at work, but many more are needed. Twenty kilometers (44 miles) have been graded and rails laid on 8 kilometers. Progress is somewhat impeded by the fact that work can only be done on the Guayaquil end, all constructive material having to be carried along with the road. Large quantities of supplies have been imported and there seems to be abundant capital behind the enterprise, in which prominent American and English capitalists are interested. I regret to say, however, there is strong opposition to the work and venomous attacks have appeared in the newspapers. A Congressional committee recently appointed at the instance of the enemies of the road has made its report. It went to censure, but returned to praise. The benefits which will accrue to Ecuador from this road are incalculable. Political hostility is at the bottom of the opposition. Mr. Harman, who is perhaps optimistic, declares the road will be completed within three years. It has brought many Americans and will add largely to our commerce with Ecuador.

The interest on the bonds in which the company is to be paid is secured by a lien on the custom-house receipts of the Republic, and it is claimed it is amply able to meet the obligation. Now that the foreign debt has been arranged and the interest thereon is being regularly paid, the credit of Ecuador has notably improved, and I am told the bonds have all been placed at figures approximating par.

Personally, I consider, even if the road fails to earn more than operating expenses, it will be the best investment Ecuador ever made, for without it she can not develop her rich and varied resources. Again, it will insure domestic tranquillity, for Mexico demonstrates that nothing prevents revolutions so much as railroads.

## MISCELLANEOUS.

There have been no changes in port regulations, wharfage dues, improvements, harbor facilities, new wagon or caravan routes, new canal or river systems, vessels built or purchased abroad, tonnage employed in foreign trade, methods aiding or protecting merchant marine, or in patent, trade-mark, or copyright laws; there are no licenses nor passports required from commercial travelers or regulations affecting them, nor have there been extensions of telegraph or cable systems; no laws discriminate against American vessels; there is no change in postal rates—10 cents foreign, 5 cents domestic, for 15 grammes—nor in laws as to marking goods, showing country of origin, etc. The changes made by the present Congress in tariff rates, customs rules, quarantine regulations, excise duties, etc., will be reported when the laws are published.

## CONCLUSION.

The suggestions made by me in reports to Department and replies to merchants cover my views as to the best means of increasing our trade with Ecuador. They are, in brief—

- (1) An isthmian canal.
- (2) Capable commercial travelers.
- (3) Competition with Europe in freight rates as far as possible; also in extension of credits and catering to requirements of buyers.
- (4) Careful and compact packing, to avoid breakage and save expense in freights and duties.
- (5) Utilizing the railroad across the Isthmus of Tehuantepec, pending construction of a canal.

(6) Subsidies to steamers. No steamer flying the American flag has been in this harbor since I entered upon my duties in 1897, and not one American salesman to ten or more German has visited Guayaquil.

(7) Goods should be packed to occupy as far as possible the actual space displaced by the material composing the article.

On a lounge recently shipped, costing \$10, the freight was \$10 by the Strait, because the legs were not removed, as they should have been, and it was heavily boxed. The freight from Germany would have been perhaps a couple of dollars, for the legs would have been removed and it would have been packed in strong canvas. The matter of packing is very important, for duties are charged on gross weight, and freight both on space and weight.

The Philadelphia Museum and similar institutions appear to be materially aiding our merchants in building up an export trade. Circulars do little good; those in English I do not believe repay postage.

*Exports from Ecuador for the year ended December 31, 1898, by products.*

NOTE.—Kilo equals 2,2046 pounds. The equivalents in United States currency of the sucre are given in the following tables, in round numbers.

Articles.	1898.			1897.	
	<i>Kilos.</i>	<i>Sucres.</i>		<i>Sucres.</i>	
Cocoa .....	20,896,397	10,538,658	\$5,200,000	5,961,626	\$2,900,000
Rubber .....	722,118	1,607,058	800,000	867,439	430,000
Ivory nuts .....	16,735,708	805,179	400,000	611,781	300,000
Coffee .....	2,531,205	656,564	320,000	672,881	330,000
Hides .....	771,802	314,946	150,000	196,205	98,000
Straw hats .....	21,368	158,167	79,000	317,172	100,000
Tobacco .....	190,726	109,421	54,000	64,058	32,000
Cotton .....	50,286	25,189	12,000	.....	.....
Other products .....	316,076	70,492	35,000	314,023	152,000
Total .....	42,235,686	14,285,669	7,100,000	9,004,585	1,500,000

*Exports, by countries, for the year ended December 31, 1898.*

Countries.	Cocoa.		Rubber.		Ivory nuts.		Coffee.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
France .....	4,664,000	\$2,300,000	27,000	\$13,000	31,000	\$15,000	166,000	\$83,000
Germany .....	1,582,000	760,000	291,000	145,000	644,000	320,000	73,000	36,000
England .....	2,084,000	1,000,000	381,000	160,000	27,000	13,000	127,000	63,000
United States .....	1,000,000	500,000	958,000	470,000	101,000	50,000	34,000	17,000
Chile .....	.....	.....	.....	.....	.....	.....	220,000	110,000
Total .....	9,280,000	4,140,000	1,607,000	808,000	803,000	401,000	620,000	310,000

Countries.	Hides.		Straw hats.		Tobacco.		Cotton.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
France .....	10,000	\$5,000	.....	.....	.....	.....	.....	.....
Germany .....	80,000	15,000	8,800	\$4,000	101,000	\$50,000	5,000	\$3,000
England .....	27,000	13,000	.....	.....	.....	.....	.....	.....
United States .....	248,000	124,000	58,000	26,000	.....	.....	.....	.....
Chile .....	.....	.....	85,000	17,000	.....	.....	20,000	10,000
Total .....	\$15,000	157,000	96,800	48,000	101,000	50,000	25,000	13,000

*Exports from Ecuador for the year ended December 31, 1898, by countries.*

Countries.	1898.			1897.	
	<i>Kilos.</i>	<i>Sucres.</i>		<i>Sucres.</i>	
France .....	11,724,940	4,900,499	\$2,400,000	2,637,611	\$1,300,000
Germany .....	16,363,014	2,664,964	1,300,000	2,055,015	1,000,000
England .....	4,903,564	2,637,241	1,300,000	1,080,351	540,000
United States .....	5,746,973	2,393,440	1,100,000	1,634,071	810,000
Spain .....	1,976,806	1,077,771	580,000	758,856	370,000
Chile .....	887,420	293,321	140,000	142,061	71,000
Other countries .....	682,969	318,443	150,000	697,100	340,000
Total .....	42,235,686	14,285,669	7,100,000	9,004,585	4,500,000

*Exports of Ecuador for the six months ended June 30, 1899 and 1898.*

Articles.	Kilos.	January to June, 1899.		January to June, 1898.	
		<i>Sucres.</i>		<i>Sucres.</i>	
Cocoa .....	15,128,904	7,985,266	\$3,400,000	4,946,216	\$2,400,000
Coin silver .....	10,668	426,000	213,000	.....	.....
Rubber .....	150,496	845,105	170,000	355,824	170,000
Coffee .....	451,735	117,249	58,000	92,073	46,000
Hides .....	210,645	82,627	41,000	91,458	45,000
Straw hats .....	9,352	56,774	28,000	51,254	25,000
Figures .....	590,086	29,514	14,000	44,994	22,000
All others .....	1,851,571	143,964	71,000	487,074	240,000
Total .....	17,903,457	9,186,499	4,500,000	6,068,893	3,000,000

Exports show the remarkable increase of over 50 per cent, due to the superb cocoa crop, the largest in the history of the country.

Silver was exported to purchase gold to be coined into condors, Ecuador having adopted the gold standard, the law going into effect November, 1900.

*Imports of Ecuador, by groups of articles, according to the declared value in Ecuadorian sucres, on the books of the Ecuadorian custom-house.*

Articles.	1896.		1897.		Per cent +increase or -decrease.
	Sucres.		Sucres.		
Broadstuffs, etc.	2,095,410	\$1,000,000	1,279,524	\$600,000	+62
Cotton textiles	1,676,868	800,000	3,603,786	1,700,000	-52
Miscellaneous industrial supplies	1,270,069	600,000	1,418,461	700,000	-10
Meat products, etc.	812,917	400,000	583,658	290,000	+39
Spirituuous liquors	711,564	350,000	1,109,579	550,000	-36
Furniture and household utensils	465,320	230,000	564,378	280,000	-18
Groceries and provisions	409,528	200,000	1,085,928	500,000	-52
Hardware and tools	374,350	180,000	723,020	360,000	-49
Miscellaneous wearing apparel, etc	280,046	140,000	428,964	240,000	-42
Notions, sporting goods, etc	261,601	130,000	401,640	200,000	-40
Stationery and paper	251,819	120,000	400,399	200,000	-37
Drugs, perfumery, etc	225,976	110,000	406,908	200,000	-45
Silk textiles	217,274	100,000	396,280	190,000	-46
Machinery and appliances	186,175		379,083	180,000	-48
Woolen textiles	598,328	290,000	1,243,197	600,000	-48
Specie	661		1,489,840	740,000	
Total	9,847,375	4,900,000	15,425,623	7,700,000	-36

*Total importations, by groups, etc.*

Countries.	Sucres.	United States currency.
United States	2,600,000	\$1,300,000
Great Britain	2,577,000	1,200,000
Germany	1,371,000	685,000
France	998,000	490,000
Peru	748,000	370,000
Chile	738,000	360,000
Italy	253,000	100,000
Spain	234,000	100,000
Belgium	210,000	100,000
China	101,000	50,000
Other countries	17,375	8,600

The large decrease in importations is due principally to two causes: First, The necessity of replacing in 1897 merchandise destroyed by the great fire of October, 1896, which swept two-thirds of Guayaquil; second, the importation by the banks of specie in 1897 under special law of Ecuadorian Congress. Duties being imposed on gross weight, figures are not absolutely correct, but are sufficiently so to show the volume of trade.

*Imports from United States into Ecuador, by groups of articles, according to the declared value on the books of the Ecuadorian custom-house.*

Articles.	Amounts.				Per cent of total import.	
	1898.		1897.		1898.	1897.
	Sucres.		Sucres.			
Meat products.....	714,396	\$300,000	457,499	\$220,000	87.9	78.8
Breadstuffs, etc.....	567,921	280,000	246,647	220,000	27.2	19.8
Miscellaneous industrial supplies.....	536,549	260,000	373,111	180,000	42.2	26.5
Hardware, tools, etc.....	143,038	71,000	344,240	170,000	38.2	47.2
Machinery and appliances.....	133,491	66,000	196,024	98,000	67.9	51.8
Groceries and provisions.....	94,709	47,000	126,961	63,000	23.2	12.2
Furniture, household utensils.....	88,772	44,000	81,242	40,000	19.1	14.4
Cotton textiles.....	78,118	39,000	68,663	31,000	4.1	1.9
Drugs and perfumery.....	71,635	35,000	101,338	50,000	31.7	24.9
Notions, sporting goods, etc.....	55,065	27,000	80,092	40,000	21	20
Stationery and paper.....	47,999	23,000	71,258	35,000	19.1	18.1
Wearing apparel, textiles.....	25,235	12,000	54,132	27,000	9	11.1
Spirituos liquors.....	13,764	6,000	6,288	3,000	1.9	.57
Silk textiles.....	9,997	4,900	4,067	2,000	4.6	1
Woolen textiles.....	6,330	3,000	5,214	2,000	1.2	.4
Specie.....			120,745	60,000		
Total.....	2,587,019	1,200,000	2,382,541	1,100,000	27.8	15.7

Gain in amount of trade over 1897: 12 per cent.

The above table shows the gratifying fact that while the imports in 1898 decreased 36 per cent, the United States increased its trade 12 per cent, and from third place in 1897 advanced to first in 1898.

Despite this, our trade in cotton and woolen textiles is almost nil. A few commercial travelers in these and other lines could, I believe, be profitably employed and would largely increase our exports to this country.

*Imports of breadstuffs and alimentary articles of vegetable origin.*

Articles.	Imports into Ecuador.				Imports from the United States.	
	1898.		1897.		1898.	1897.
	Sucres.		Sucres.		Sucres.	Sucres.
Flour.....	876,563	\$430,000	462,352	\$230,000	517,620	186,427
Rice.....	611,281	300,000	290,625	140,000	5,400	
Beans.....	109,048	54,000	19,511	9,000		
Onions.....	70,731	35,000	55,409	28,000		
Grits (semola).....	66,708	33,000	65,888	32,000	19,448	23,720
Olive oil.....	53,828	27,000	33,664	16,000	20	357
Preserves.....	38,922	19,000	56,211	28,000	14,830	26,456
Almond oil.....	35,576	17,000	14,701	7,000		555
Raisins.....	21,066	10,000	14,287	7,000	38	78
Olives.....	20,540	10,000	9,768	4,000	134	12
Lentils.....	18,484	9,000	15,268	7,000		22
Nuts.....	16,898	8,000	6,063	3,000		
Split pea (garbanzo).....	13,868	6,000	13,458	6,000		
Potatoes.....	12,498	6,000	10,416	5,000		
Hay.....	12,401	6,000	11,732	5,000		
Fresh fruits.....	10,254	5,000	10,292	5,000		
Tea.....	7,464	3,000	18,850	9,000		1,220
Crackers.....	6,653	3,000	13,029	6,000	578	1,184
All others.....	90,613	45,000	157,069	78,000	9,832	6,641
Total.....	2,095,410	1,000,000	1,279,524	680,000	567,921	246,647
United States percentage.....					27.2	19.8

All other articles include 57 classifications on the books of the Ecuadorian custom-house.

*Total importations of breadstuffs, etc.*

Countries.	Sucres.	United States currency.
United States.....	567,921	\$280,000
Chile.....	667,000	\$30,000
Peru.....	604,000	\$302,000
Other countries.....	256,489	120,000

*Imports of cotton textiles.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Miscellaneous.....	397,808	\$190,000	982,555	\$490,000	26,098	\$13,000	24,348	\$12,000
Prints (zarzasas).....	263,062	130,000	558,616	270,000	12,613	6,000	8,331	4,000
Casinetes.....	129,822	64,000	254,050	120,000	.....	.....	1,000	500
Thread.....	110,288	55,000	99,640	49,000	510	250	24	12
Drills.....	98,202	46,000	148,946	74,000	13,498	6,000	18,036	9,000
Undershirts.....	86,881	43,000	174,389	87,000	2,356	1,000	936	400
Footwear.....	67,878	33,000	132,547	66,000	.....	.....	825	400
Gray cloth (flencillo).....	67,160	38,000	222,457	111,000	1,559	700	1,092	500
Denims (puebla).....	58,243	29,000	102,981	51,000	10,890	5,000	3,896	1,900
Ginghams (guingas).....	53,160	26,000	126,763	68,000	.....	.....	.....	.....
Handkerchiefs.....	41,459	20,000	100,883	50,000	.....	.....	398	100
Flannelette.....	34,951	17,000	62,087	31,000	1,982	900	.....	.....
Blankets (frazados).....	32,975	16,000	28,040	14,000	840	400	223	100
Linens (hilo).....	31,049	15,000	28,799	11,000	.....	.....	.....	.....
Shirts.....	30,264	15,000	105,528	52,000	1,548	700	1,095	500
Lace.....	27,608	13,000	88,293	41,000	.....	.....	.....	.....
Shawls.....	27,880	13,000	42,983	21,000	.....	.....	820	100
Sateen.....	15,890	9,000	35,692	17,000	.....	.....	.....	.....
Mualins.....	10,090	5,000	26,555	18,000	.....	.....	.....	.....
Ponchos.....	10,046	5,000	38,555	19,000	280	140	.....	.....
Elastic.....	9,519	4,000	41,849	20,000	800	150	316	100
Tickling (coti).....	8,533	4,000	30,662	15,000	.....	.....	.....	.....
Ready-made clothing.....	6,700	3,000	40,747	20,000	.....	.....	763	100
All others.....	62,895	31,000	46,229	23,000	3,694	1,800	2,060	1,000
Total.....	1,676,858	830,000	3,508,796	1,700,000	78,118	39,000	63,663	31,000
United States percentage.....	.....	.....	.....	.....	.....	4.1	.....	1.9

All other articles include 23 classifications on the books of the Ecuadorian custom-house.

*Total importations of cotton textiles.*

Countries.	Sucres.	United States currency.
Great Britain.....	1,162,000	\$630,000
Germany.....	236,000	100,000
France.....	121,000	65,000
United States.....	78,000	34,000
Other countries.....	79,858	39,000

*Imports of miscellaneous industrial supplies.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Lumber.....	415,912	\$200,000	282,870	\$140,000	401,602	\$200,000	206,140	\$100,000
Jute bags.....	160,520	80,000	191,338	95,000	1,917	900	3,200	1,600
Roof iron.....	130,182	65,000	187,069	93,000	1,645	800	600	300
Shoe leather.....	48,617	24,000	102,402	51,000	3,410	1,700	4,588	2,000
Paints.....	46,238	28,000	53,612	26,000	1,234	600	3,146	1,500
Coal.....	42,023	21,000	14,416	7,000	4,917	2,400	36	18
Bar iron.....	41,447	20,000	11,047	5,000	50	25	400	200
Machine oil.....	29,949	24,000	18,564	9,000	20,249	10,000	12,763	6,000
Cordage.....	26,523	28,000	30,260	15,000	9,477	4,000	10,192	5,000
Street cars.....	.....	.....	25,000	12,000	.....	.....	25,000	12,000
Linseed oil.....	23,708	11,000	19,872	9,000	816	400	753	300
Iron tubing.....	16,285	8,000	23,251	11,000	8,553	4,000	8,046	4,000
Houses in sections.....	.....	.....	16,283	8,000	.....	.....	16,283	8,000
Rope.....	15,730	7,000	28,905	14,000	12,826	6,000	17,080	8,000
Glass panes.....	14,986	7,000	17,300	8,000	517	200	947	400
Pig iron.....	14,818	7,000	46,881	23,000	899	400	348	100
Burlap.....	14,269	7,000	19,334	9,000	43	21	150	70
Sheet zinc.....	11,467	5,000	20,398	10,000	1,021	500	.....	.....
All others.....	217,445	100,000	309,659	150,000	67,878	33,000	63,499	31,000
Total.....	1,270,069	630,000	1,418,451	700,000	536,549	210,000	373,111	180,000
United States percentage.....	.....	.....	.....	.....	.....	42.2	.....	26.5

All other items include 125 classifications on the books of the Ecuadorian custom-house.

*Total importations of miscellaneous industrial supplies.*

Countries.	Sucres.	United States currency.
United States .....	587,000	\$160,000
Great Britain .....	408,000	204,000
Germany .....	128,000	63,000
France .....	94,000	47,000
Other countries .....	105,059	52,000

*Imports of meat and dairy products, live animals, etc.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1896.		1897.		1896.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Lard .....	687,592	\$343,000	436,664	\$218,000	687,592	\$340,000	436,124	\$218,000
Sardines .....	84,573	17,000	48,518	24,000	576	200	.....	.....
Butter .....	88,563	16,000	20,470	10,000	12,245	6,000	6,661	3,000
Cheese .....	13,229	6,000	18,866	6,000	.....	.....	858	400
Hams .....	12,090	6,000	13,010	6,000	11,783	5,000	12,138	6,000
Codfish .....	11,127	5,000	8,922	4,000	12	6	40	20
Live animals .....	7,460	3,000	29,738	14,000	60	30	.....	.....
All others .....	13,283	6,000	12,470	6,000	2,178	1,000	1,678	800
Total .....	812,917	406,000	583,658	290,000	714,896	350,000	457,499	223,000
United States percentage .....	.....	.....	.....	.....	.....	87.9	.....	78.3

All other articles include 5 classifications on the books of the Ecuadorian custom-house.

*Total importations of meat and dairy products, live animals, etc.*

Countries.	Sucres.	United States currency.
United States .....	714,000	\$300,000
Italy .....	26,000	26,000
Belgium .....	12,000	6,000
Other countries .....	60,917	30,000

*Imports of spirituous liquors.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1896.		1897.		1896.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Wines, fine and ordinary .....	287,389	\$140,000	413,123	\$200,000	5,476	\$2,700	3,387	\$1,600
Beer .....	178,428	86,000	463,563	230,000	7,576	3,700	330	150
Cognac .....	130,074	65,000	110,214	55,000	25	12	10	5
Rum .....	28,173	11,000	14,168	7,000	.....	.....	.....	.....
Medicinal wines .....	20,887	10,000	20,286	10,000	.....	.....	1,170	500
Vermouth .....	17,950	8,000	16,218	8,000	.....	.....	.....	.....
Bitters .....	17,498	8,000	16,756	8,000	.....	.....	.....	.....
Champagne .....	14,274	7,000	19,368	9,000	.....	.....	.....	.....
All others .....	26,881	13,000	85,893	17,000	687	300	1,411	700
Total .....	711,554	350,000	1,109,579	550,000	13,764	6,000	6,288	3,000
United States percentage .....	.....	.....	.....	.....	.....	1.9	.....	0.57

All other articles include 9 classifications on the books of the Ecuadorian custom-house.

*Total importations of spirituous liquors.*

Countries.	Sucres.	United States currency.
France .....	234,000	\$117,000
Germany .....	176,000	83,000
Spain .....	107,000	53,000
Italy .....	62,000	31,000
Great Britain .....	51,000	25,000
United States .....	14,000	7,000
Other countries .....	67,554	33,000

*Imports of furniture and household utensils.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Furniture, miscellaneous .....	91,410	\$45,000	93,920	\$46,000	32,395	\$16,000	21,561	\$10,000
Iron beds .....	53,211	26,000	54,154	27,000	1,196	500	1,868	980
Pianos .....	44,259	22,000	32,522	16,000	11,380	5,000	400	200
Ordinary earthenware .....	31,164	15,000	41,048	20,000	25	12	400	200
Enameled ware .....	24,236	12,000	44,409	22,000	106	52	175	87
Ordinary glassware .....	23,712	11,000	29,052	14,000	2,209	1,100	2,750	1,300
Iron pots .....	22,060	11,000	33,640	16,000	84	42	74	37
Palm matting (petates) .....	17,999	8,000	21,589	10,000	-----	-----	22	11
Looking glasses .....	16,245	8,000	21,005	10,000	364	182	353	170
Porcelain .....	11,746	5,000	9,119	4,000	-----	-----	64	32
Metal lamps .....	11,442	5,000	11,212	5,000	6,185	3,000	8,527	4,000
Iron safes .....	3,077	1,000	17,821	8,000	101	50	5,983	2,000
All other .....	114,759	57,000	154,887	72,000	34,728	17,000	39,065	18,000
Total .....	465,320	230,000	564,378	280,000	88,772	44,000	81,242	40,000
United States percentage .....	-----	-----	-----	-----	-----	19.1	-----	14.4

All other items include 67 classifications on the books of the Ecuadorian custom-house.

*Total importations of furniture and household utensils.*

Countries.	Sucres.	United States currency.
Germany .....	189,000	\$94,000
United States .....	88,000	44,000
Great Britain .....	87,000	43,000
France .....	47,000	23,000
Peru .....	25,000	12,000
Belgium .....	20,000	10,000
Other countries .....	9,820	4,600

*Imports of miscellaneous groceries and provisions.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Ordinary soap .....	116,757	\$58,000	195,897	\$97,000	521	\$260	816	\$450
Kerosene .....	89,584	45,000	110,309	55,000	89,584	45,000	110,309	55,000
Candles .....	84,635	42,000	580,021	290,000	1,021	500	382	191
Matches .....	33,761	16,000	46,286	23,000	1,254	600	-----	-----
Mineral waters .....	30,715	15,000	20,960	1,000	-----	-----	143	71
Wax .....	25,712	12,000	23,183	11,000	-----	-----	-----	-----
Cigarettes .....	6,631	3,300	26,100	13,000	-----	-----	14,010	7,000
Cigars .....	1,569	700	4,933	2,000	189	94	130	65
Leaf tobacco .....	967	400	20	10	362	181	-----	-----
All other .....	19,207	9,600	28,218	14,000	1,778	990	1,071	500
Total .....	409,528	204,000	1,035,926	506,010	94,709	47,625	126,961	63,000
United States percentage .....	-----	-----	-----	-----	-----	23.2	-----	12.2

All other articles include 6 classifications on the books of the Ecuadorian custom-house.

*Total importations of miscellaneous groceries and provisions.*

Countries.	Sucres.	United States currency.
France .....	99,000	\$49,000
United States .....	95,000	47,000
Germany .....	65,000	32,000
Great Britain .....	65,000	32,000
Belgium .....	65,000	32,000
Other countries .....	20,528	10,000



*Imports of hardware and tools.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Builders' supplies.....	109,667	\$54,000	384,483	\$192,000	2,914	\$1,400	194,215	\$97,000
Barbed wire.....	67,866	33,000	75,598	37,000	64,146	32,000	71,436	35,000
Machetes.....	54,337	27,000	59,245	29,000	28,179	14,000	25,953	12,000
Miscellaneous tools.....	22,847	11,000	34,232	17,000	11,801	5,900	18,778	9,000
Wire nails.....	17,464	8,000	61,597	30,000	1,504	700	36	19
Spades (lampas).....	13,093	6,000	12,378	6,000	768	300	911	450
Axes.....	12,871	6,000	19,606	9,000	11,917	5,900	17,648	8,000
Iron nails.....	9,789	4,000	11,888	5,000	100	50	1,273	600
Knives.....	5,324	2,000	15,975	7,000	150	75	1,964	900
All other.....	61,162	30,000	52,369	26,000	21,564	10,000	12,124	6,000
Total.....	374,350	187,000	728,020	364,000	143,038	71,000	344,240	172,000
United States percentage.....						38.2		47.2

All other items include 44 classifications on the books of the Ecuadorian custom-house.

• *Total importations of hardware and tools.*

Countries.	Sucres.	United States currency.
United States.....	143,000	\$70,000
Germany.....	113,000	50,000
Great Britain.....	37,000	43,000
Belgium.....	18,000	9,000
Other countries.....	13,850	6,000

*Imports of miscellaneous wearing apparel and unclassified textiles.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Unadorned assorted hats....	60,722	\$30,000	91,646	\$45,000	.....	.....	2,098	\$1,000
Boots and shoes.....	43,819	21,000	99,157	49,000	7,167	\$3,000	24,439	12,000
Embroideries.....	25,261	12,000	74,738	37,000	.....	.....	200	100
Curtains.....	18,527	9,000	8,927	1,900	.....	.....	.....	.....
Collars and cuffs.....	18,037	9,000	24,957	12,000	1,117	500	48	24
Adorned hats.....	13,935	6,000	26,065	13,000	1,109	54	30	15
Canvas.....	11,170	5,000	18,402	9,000	7,269	3,600	10,605	5,000
All other.....	88,575	44,000	147,062	73,000	9,583	4,700	16,712	8,000
Total.....	280,046	140,000	485,954	242,000	25,235	12,000	54,132	27,000
United States percentage.....						9.0		11.1

All other articles include 44 classifications on the books of the Ecuadorian custom-house.

*Total importations of miscellaneous wearing apparel and unclassified textiles.*

Countries.	Sucres.	United States currency.
Great Britain.....	121,000	\$60,000
Germany.....	60,000	30,000
France.....	45,000	27,000
United States.....	25,000	12,000
Italy.....	16,000	8,000
Other countries.....	13,046	6,000

*Imports of miscellaneous manufactured notions, fancy and sporting goods.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1896.		1897.		1896.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Combs, horn and bone.....	22,117	\$11,000	26,488	\$17,000	14,785	\$7,000	11,779	\$470
Imitation jewelry.....	20,831	10,000	39,271	19,000	440	220		5,800
Ordinary shotguns.....	17,836	8,000	31,608	15,000	190	95	1,314	600
Musical instruments.....	38,210	16,000	39,333	19,000	1,691	800	2,835	1,400
Toys and fireworks.....	1,702	800	24,901	12,000	98	49	660	300
Gold and silver watches.....	10,658	5,000	9,617	4,000	2,614	1,300	1,181	500
Needles.....	8,132	4,000	11,070	5,000	60	30		
Buttons, bone and metal.....	5,779	2,800	30,575	15,000			574	280
Buttons, shell and fancy.....	142,337	71,000	153,899	76,000	35,187	17,000	60,852	30,400
All other.....								
Total.....	261,601	130,000	401,640	200,000	55,065	27,000	80,092	40,000
United States percentage.....						21		20

All other articles include 124 classifications on the books of the Ecuadorian custom-house.

*Total importations of miscellaneous manufactured notions, fancy and sporting goods.*

Countries.	<i>Sucres.</i>	United States currency.
Germany.....	62,000	\$31,000
United States.....	55,000	27,000
Great Britain.....	44,000	22,000
France.....	37,000	18,000
Spain.....	24,000	13,000
Other countries.....	39,601	19,000

*Imports of stationery and paper.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1896.		1897.		1896.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Writing paper.....	44,381	\$22,000	55,080	\$27,000	12,954	\$6,000	12,478	\$6,000
Books.....	39,796	19,000	52,736	26,000	5,414	2,700	5,363	2,600
Paper for newspapers.....	27,374	13,000	19,677	9,000	18,243	6,600	9,794	4,000
Cigarette paper.....	22,551	11,000	31,680	15,000				
Wall paper.....	13,322	6,000	25,184	12,000	2,106	1,000	1,472	700
Wrapping paper (despacho).....	11,565	5,000	36,112	18,000	104	52	2,578	1,000
Blank books.....	11,428	5,000	32,062	16,000	320	160	4,356	2,000
Writing inks.....	6,016	3,000	16,384	8,000	1,701		1,008	500
Stamped paper.....	3,706	1,000	22,221	11,000	58	29	15,185	7,000
All others.....	71,180	35,000	109,243	54,000	12,092	6,000	19,080	9,000
Total.....	251,319	120,000	400,399	200,000	47,999	23,000	71,258	32,800
United States percentage.....						19.14		18.1

All other articles include 56 classifications on the books of the Ecuadorian custom-house.

*Total importations of stationery and paper.*

Countries.	<i>Sucres.</i>	United States currency.
Germany.....	65,000	\$32,000
France.....	50,000	25,000
United States.....	48,000	24,000
Great Britain.....	34,000	17,000
Spain.....	32,000	16,000
Other countries.....	22,319	11,000

*Imports of drugs and perfumery.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Miscellaneous drugs .....	109,557	\$54,000	257,177	\$128,000	40,472	\$20,000	74,547	\$32,000
Perfumery .....	29,714	14,000	45,502	22,000	1,268	600	6,125	3,000
Indigo (añil) .....			23,462	11,000			2,200	1,100
Florida water .....	22,548	11,000	8,620	4,000	16,212	8,000	6,942	3,000
Opium .....	17,954	8,000	10,313	5,000			474	200
Turpentine (aguarraz) .....	10,959	5,000	6,650	3,800	10,917	5,000	6,038	3,000
Anilines .....	8,633	4,000	12,497	6,000			4	2
All others .....	26,610	13,000	42,687	21,000	2,766	1,000	5,007	2,000
Total .....	225,975	112,000	406,908	208,000	71,685	35,000	101,338	54,802
United States percentage .....						81.7		24.9

All other articles include 28 classifications on the books of the Ecuadorian custom-house.

*Total importations of drugs and perfumery.*

Countries.	Sucres.	United States currency.
United States .....	72,000	\$36,000
Great Britain .....	58,000	29,000
France .....	52,000	26,000
Germany .....	31,000	15,000
Other countries .....	12,975	6,400

*Imports of silk textiles.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1898.		1897.		1898.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Shawls .....	57,614	\$28,000	75,183	\$37,000				
Handkerchiefs .....	39,632	19,000	51,843	25,000			20	\$10
Miscellany .....	38,726	19,000	75,821	37,000	6,480	\$3,200		
Umbrellas .....	16,882	8,000	33,796	15,000				
Ribbons .....	14,241	7,000	74,819	37,000	992	490	720	360
Ready-made clothing .....	5,871	2,900	14,666	7,000				
All others .....	44,308	22,000	69,152	34,000	525	260	3,347	1,600
Total .....	217,274	108,000	395,280	197,000	9,997	4,900	4,087	1,940
United States percentage .....						4.6		10

All other articles include 29 classifications on the books of the Ecuadorian custom-house.

*Total importations of silk textiles.*

Countries.	Sucres.	United States currency.
China .....	74,000	\$37,000
Great Britain .....	58,000	29,000
France .....	45,000	22,000
Germany .....	17,000	8,000
United States .....	10,000	5,000
Other countries .....	13,274	6,100

*Imports of machinery and appliances.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1896.		1897.		1896.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Sewing machines .....	54,044	\$27,000	60,555	\$30,000	44,638	\$22,000	45,395	\$22,000
Industrial machinery .....	53,375	28,000	91,296	45,000	38,925	19,000	36,498	18,000
Electric light machinery .....			21,850	10,000			21,850	10,000
Mining machinery .....	15,000	7,500	4,652	2,300	15,000	7,500	4,652	2,300
Extra pieces machinery .....	10,641	5,000	14,767	7,000	6,243	3,000	5,750	2,800
Launches .....	2,720	1,300	47,337	23,000				
Electrical apparatus .....	988	400	15,266	7,000	288	144	116	50
Agricultural machinery .....	543	270	22,916	11,000	543	270	15,516	7,000
All others .....	52,864	26,000	100,445	50,000	27,859	13,000	66,247	38,000
Total .....	196,175	98,000	379,083	189,000	133,491	66,000	196,024	100,150
United States percentage .....						67.9		51.8

All other articles include 63 classifications on the books of the Ecuadorian custom-house.

*Total importations of machinery and appliances.*

Countries.	<i>Sucres.</i>	United States currency.
United States .....	134,000	\$67,000
Great Britain .....	37,000	38,000
Germany .....	18,000	6,000
All other countries .....	12,175	6,000

*Imports of woolen textiles.*

Articles.	Imports into Ecuador.				Imports from the United States.			
	1896.		1897.		1896.		1897.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Cassimeres .....	119,554	\$55,000	340,913	\$170,000	180	\$90		
"Gases" .....	62,947	31,000	155,989	77,000	1,250	600		
Miscellaneous .....	60,355	30,000	167,912	83,000			640	\$320
Mixed silk cassimeres .....	57,547	28,000	28,090	14,000			1,500	700
Merino .....	49,733	24,000	49,894	24,000				
Bayetas .....	41,243	20,000	172,117	86,000				
Shawls .....	30,459	15,000	72,276	36,000				
Flannels .....	22,086	11,000	8,492	4,000	738	300	758	300
Sateen .....	20,168	10,000	20,186	10,000				
Linings .....	18,010	9,000	38,019	19,000	1,750	800	30	15
Buckskin "paño" .....	12,800	6,000	43,064	21,000			49	25
Raw wool .....	10,790	5,000	14,415	7,000	675	300	15	7
Ready-made clothing .....	9,568	4,000	16,729	8,000			352	170
Serge (sempiterno) .....	8,725	4,000	16,055	8,000	997	400	269	130
Thread .....	7,429	3,000	17,029	8,000			6	3
Ponchos .....	7,300	3,000	22,429	11,000				
All others .....	59,664	29,000	58,988	29,000	740	370	1,595	700
Total .....	598,328	290,000	1,243,197	621,000	6,330	3,100	5,214	2,600
United States percentage .....					1.2		0.4	

All other classifications include 23 articles on the books of the Ecuadorian custom-house.

*Total importations of woolen textiles.*

Countries.	<i>Sucres.</i>	United States currency.
Great Britain .....	320,000	\$160,000
Germany .....	126,000	63,000
France .....	112,000	56,000
China .....	14,000	7,000
United States .....	6,000	3,000
All other countries .....	20,328	10,000

*Monetary circulation in Ecuador on June 30, 1899.<sup>1</sup>*

	Sucres.	United States currency.
Metallic coinage, according to report of monetary commission dated July, 28, 1897	4, 790, 730.00	\$2, 890, 000
Amount exported by the two Guayaquil banks in compliance with contract for conversion to the gold standard.	424, 000.00	212, 000
Total	4, 866, 730.00	2, 183, 000
Amount exported previously, more or less	881, 100.00	440, 000
Balance	3, 485, 630.00	1, 740, 000
Balance in banks, metallic:		
Comercial y Agrícola	396, 980.00	198, 000
Comercial y Agrícola, Quito office	67, 730.00	38, 000
Banco del Ecuador	1, 029, 149.00	514, 000
Balance in circulation, metallic	1, 492, 859.00	740, 000
Balance	1, 992, 771.00	990, 000
Notes issued by the banks:		
Comercial y Agrícola	3, 599, 453.00	1, 790, 000
Banco del Ecuador	2, 111, 456.80	1, 055, 000
Total issue of notes	5, 710, 909.80	2, 855, 000
Amount notes in bank June 30, 1899:		
Comercial y Agrícola	15, 859.40	7, 900
Banco del Ecuador	29, 387.00	14, 600
Amount notes in circulation	45, 246.40	22, 600
Balance	5, 665, 663.40	2, 840, 000
Total amounts in circulation June 30, 1899:	5, 710, 909.80	2, 800, 000
Silver	1, 992, 771.00	990, 000
Notes	5, 665, 663.40	2, 800, 000
Total	7, 658, 434.40	3, 800, 000

*Total amount in circulation in Ecuador.*

Year.	Sucres.	United States currency.
December 31—		
1895	4, 800, 000	\$2, 400, 000
1896	5, 174, 000	2, 587, 000
1897	5, 500, 000	2, 750, 000
1898	6, 796, 000	3, 398, 000
June 30, 1899	7, 658, 000	3, 829, 000

*Gold deposited in bank vaults June 30, 1899.*

	Sucres.	United States currency.
Comercial y Agrícola	1, 104, 000	\$562, 000
Banco del Ecuador	488, 572	244, 000
Total as required by law	1, 592, 572	786, 000

The above tables are derived from the report of Mr. Martin Reinberg, president of the Chamber of Commerce of Guayaquil, who also is the president of the Ecuadorian monetary commission. The report states that within a short time the banks will increase their gold

<sup>1</sup>Sucre equals 48.6 cents gold.

reserves by 100,000 condors of 10 sucres each, which are now being coined in accordance with the provisions of the coinage law of November 4, 1898. It adds: "Without doubt with the definite adoption of the gold standard, and the natural immigration of capital to a country offering such certain and remunerative investments as this, an era of important commercial prosperity may be expected."

PERRY M. DELEON,  
*Consul-General.*

GUAYAQUIL, *October 26, 1899.*

## FALKLAND ISLANDS.

I give below statement of the exports and imports of these islands for the year 1898. Trade returns compared with previous years reveal an increase of 20 per cent. The gain in population and material resources are the cause of this decided advance, and with the building of the naval works there will be further growth.

Wages are very high, common laborers receiving 9d. (18 cents) an hour. Women receive 8d. (16 cents) per hour.

Ship carpenters when working on shipboard obtain £1 (\$4.87) per day of eight hours. The result of this has been to create large purchasing power on the part of the people.

It is impossible to tell the amount of goods received from the United States, but an examination of the stocks in the stores reveals articles of various kinds which have been imported to England and then sent here.

A large amount of California fruits, canned, is sold in this market.

Prices are very high. California fruits which retail at home at 25 cents per can (the best grade) sell here at 42 cents.

### *Imports to Falkland Island for year 1898.*

Coal.....	\$13, 445
Specie.....	7, 500
Family clothing.....	17, 720
Boots and shoes.....	34, 780
Glass and queens ware.....	2, 500
Groceries.....	68, 155
Furniture.....	10, 290
Ship chandlery.....	36, 985
Sheep dip.....	10, 950
Hardware.....	28, 375
Haberdashery.....	11, 665
Door stock.....	1, 225
Lumber, etc.....	15, 620
Spirits.....	18, 850
Wines.....	2, 430
Malt liquors.....	19, 800
Tobacco and cigars.....	9, 625
Miscellaneous.....	15, 535
Total.....	325, 450

*Exports from Falkland Islands for year 1898.*

Wool.....	\$461,030
Sheepskins.....	21,877
Tallow.....	6,250
Hides.....	5,000
Seal skins.....	4,935
Hair, horns, etc.....	50
Live sheep.....	17,010
Miscellaneous.....	2,900
Total.....	519,052

Nearly all went to England. Shipments to Argentina were valued at \$16,440. The export of wool is practically controlled by the Falkland Island Company.

J. E. ROWEN, *Consul.*

PORT STANLEY, *November 6, 1899.*

## THE GUIANAS.

In accordance with instructions contained in Department circular of July 10, I inclose herewith my report on the commerce and industries of this consular district for the year ended June 30, 1899.

The character of the established industries remains the same as formerly, and no processes suggesting new fields of supply to the American manufacturer have been recently applied. Trade moved in its accustomed channels, with no very startling increase or diminution in its volume.

## BRITISH GUIANA.

The following comparative statement of imports and exports of British Guiana for the financial year ended March 31, 1899, will indicate their tendency and relative value as compared with those of the preceding year:

## IMPORTS.

Countries.	1897-98.	1898-99.	Countries.	1897-98.	1898-99.
United Kingdom.....	\$3,556,214.70	\$3,658,501.63	French Guiana.....	\$41,077.93	\$10,276.39
United States.....	1,640,346.88	1,890,513.62	Venezuela.....	11,735.70	4,209.40
British North America.....	802,959.81	277,435.83	French West Indies..	3,088.70	8,690.80
East Indies.....	255,178.20	296,461.85	Dutch West Indies..	7,565.74	3,918.80
British West Indies..	137,462.00	213,127.88	China.....	3,903.28	2.04
Dutch Guiana.....	36,420.75	111,870.86	Bermuda.....	79.25	365.65
Holland.....	50,586.31	60,816.06	Other foreign countries.....	2,991.73	7,284.09
Portuguese Possessions.....	63,632.11	64,953.89	Gambia.....	2,745.70	
France.....	30,517.58	26,190.20	Total.....	6,158,288.75	6,582,778.20
Spain.....	11,777.88	8,169.32			

## EXPORTS.

United Kingdom.....	\$4,480,993.44	\$3,924,398.79	Dutch Guiana.....	\$122,679.73	\$173,141.41
United States.....	3,371,381.54	4,073,407.76	French Guiana.....	6,092.38	76,357.77
British North America.....	79,168.81	34,319.75	Spain.....	3,444.00	
France.....	22,811.88	18,174.79	Newfoundland.....	674.45	
French West Indies..	48,242.93	88,776.75	East Indies.....		829.36
British West Indies..	15,558.49	74,056.77	Venezuela.....		2,421.55
Dutch West Indies..	24,148.30	12,934.47	United States of Colombia and other foreign countries..	9,397.31	2,451.00
Holland.....	12,151.80	6,923.30	Total.....	8,215,899.39	8,523,318.43
Portuguese Possessions.....	12,114.09	11,565.95			
Danish West Indies..	6,040.23	13,474.97			
Bermuda.....		10,584.04			

The increase in our importations for the preceding two years and six months, amounting to nearly half a million dollars, was mainly along the breadstuff and provision lines, and was largely due to excessive rains followed by prolonged drought, which ruined the rice, cassava, and other ground crops, constituting, ordinarily, the staple food supply of the laboring portion of the community. Flour became cheaper as an article of food than rice.

During the four months ended July 31 of the current year, 26,000 more barrels of flour were imported into the colony from New York than during the corresponding period of last year.

#### TRADE.

This market seems assured for our produce, though under normal conditions not susceptible of greatly increased development. If anything were needed to clinch this trade and pave the way to closer business relations in other lines, the reciprocity treaty recently entered into with the colony will have that tendency, as it insures a preferential tariff rate and a privileged market in our own country for Demerara sugar, in return for liberal concessions to our farm and a few of our manufactured products.

The looms and factories of the mother country continue to supply her colonial subjects with about all their necessities, except those for subsistence, and nearly all their luxuries. We are making some headway in cotton and linen textiles, boots and shoes, and bicycles. The records at the custom-house show an increase of \$11,000 in valuation in cottons and linen importations over that of 1898, and \$8,000 in boots and shoes. Competition in the bicycle trade is very sharp, not only with the English wheel, but among the various manufacturers of our own country; but, as stated, our machines more than hold their own over foreign makes.

There appears to be an opportunity for the further development of trade in the following lines: Metallic hardware, haberdashery and millinery, cottons and linens, manufactured glass, manufactured paper, wood and straw paper, manufactured tobacco, and lager beer. Forty thousand tons of steaming coal are annually consumed here by the sugar estates and railways; about all of it comes from England. The great majority of the population in this country is composed of East India coolies, blacks, and Portuguese, whose wants are easily satisfied and whose tastes are not fastidious. The importers and dealers in all kinds of produce and merchandise are either English, Scotch, Irish, or Portuguese. Nearly all reside in England, while their agents here conduct their business.

The following are the principal consignees: Booker Bros. & Co.; Wieting & Richter; De Jonge & Smith; A. W. Perot & Co.; Sandbach, Parker & Co.; G. R. Garnett; Garnett & Co.; Smith Bros. & Co., and J. I. Chapman, all of Georgetown, Demerara.

It will require persistent and intelligent effort to divert from its accustomed grooves the great bulk of manufactured articles annually imported from England into the colony. The methods necessary to accomplish this have heretofore been suggested and published, and they need not be repeated. The United States is 1,000 miles nearer than England, and the distance is covered by the 10-knot steamers plying between New York and this port in twelve to fourteen days. Freight



is \$3 less per ton than from any European country, which seems to be an advantage in our favor, and some day, in view of these things and our already established intimate trade relations, United States merchants and manufacturers, by drumming the trade and supplying the same class of goods at a better price or better goods at the same price, ought to control it.

#### TARIFF CHANGES.

Important changes in tariff rates are pending, which will affect practically everything imported from any country into the colony, outside the articles mentioned in the treaty schedule above alluded to. The colonial treasury is not prepared to suffer so serious a loss of revenue as the treaty entails, amounting, as estimated, to over \$200,000, so the duties now collected on the articles exempted by the treaty will necessarily be shifted to other importations, regardless of where they come from.

Custom rules, port regulations, quarantine regulations, and wharfage dues have undergone no change during the past year.

#### TRANSPORTATION.

The natural channels of communication, interior, coastwise, and ocean, have until quite recently been the only means of access to the settled and cultivated portion of the territory. The sugar estates are near the coast or along the banks of the principal navigable rivers which empty into the sea. Punts convey the products of the estates through canals to these waterways, whence they ultimately reach their destination. It is understood that the Demerara Railway Company will soon have the road from Georgetown to New Amsterdam completed.

The West Coast Railway, alluded to in previous reports from this office, has been finished at a cost of \$24,000 per mile. It extends from Vreedenhoop, on the west bank of the Demerara River, opposite Georgetown, to Greenwich Park, a distance of 15 miles down the coast.

At the formal opening ceremony, on the 3d of October, the fact that it had been completed in not much more than two years was favorably commented on, and the governor in a neat speech made this a matter for hearty congratulation. As the country traversed by the road is perfectly flat and entirely free from any rock work, with no streams to bridge, the achievement will not seem remarkably swift to those accustomed to observe the celerity of railway construction in our own country.

Canadian parties have purchased the electric-light plant and the tramway of Georgetown. They will equip the road with modern improvements, extend its lines, and operate it with electricity.

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#### DUTCH GUIANA.

Official figures of the imports and exports of this colony for 1899 are not at this time available. Mr. Deyo, the United States consular agent at Paramaribo, submits the following comparative statement

showing the tendency and volume of the trade of the colony in 1897 and 1898:

## IMPORTS.

Countries.	Value.	
	1897.	1898.
United States .....	\$406, 725	\$409, 366
Holland .....	1, 240, 743	1, 170, 756
England .....	229, 646	161, 734
Other countries .....	356, 778	287, 413
Total .....	2, 233, 887	2, 029, 269

## EXPORTS.

United States .....	\$1, 117, 330	\$1, 115, 455
Holland .....	551, 435	621, 397
England .....	251, 438	233, 313
Demerara .....	56, 730	80, 835
Other countries .....	120, 733	33, 445
Total .....	2, 096, 666	2, 064, 445

The class of goods required here is the same as used in British Guiana and the British West Indies. Agricultural implements and hardware are imported from Germany and England, mostly from the former country. Leather, boots and shoes, cotton prints, ready-made clothing, and paints are nearly all supplied by Holland and England; only small quantities come from the United States. England supplies the bulk of the prints and ready-made clothing.

Our agent thinks that an electric-light plant established in Paramaribo would prove a profitable investment. The city, which has a population of about 30,000, is now illuminated with oil lamps.

A concession of 300,000 acres of land, situate on the Upper Surinam River, has been granted to Dutch parties for the cultivation of tobacco. The soil is considered favorable to the production of a superior article.

## RAILWAYS; COLONIAL INDUSTRIES.

A survey for a railway into the gold regions has been made, and private enterprise and capital will construct and operate the line. The custom-house wharf has been extended, providing ample facilities for docking and for discharging and loading vessels.

The law requiring a license to engage in business has been repealed, except for the sale of liquor.

None of the colonial industries, except cocoa and sugar, are in a satisfactory state. Cocoa commands a very good price.

## IMMIGRATION.

Five hundred and ninety-one indentured coolies from Calcutta and 567 from Java arrived during the year, to supply the demand for labor on the estates.

The Guianas are entirely dependent on these people for their industrial existence. The present generation of black people, who constitute a large majority of the total population, are decidedly averse to engaging in field labor.

The balance of trade of this colony with the United States, like that of British Guiana, is greatly in its favor. The people subsist almost entirely upon our food stuffs, but import everything else they need from some European country. Sentiment will hardly be accepted as the sole reason for this. Business being conducted for profit, the thrifty and hard-headed Dutchman is likely to patronize the most advantageous market. If he is accustomed to buy on credit he is not likely to pay cash, unless it can be shown that it is greatly to his advantage to do so.

Sagacious and observant business men should frequently visit this country and ascertain who are financially responsible, and keep in friendly touch with the importers and consignees, conform to the requirements of the market, and give at least thirty days' credit to responsible business firms. Trade can not be promoted by insisting on cash payments and drawing sight drafts on a bill of lading which too frequently precedes the arrival of the merchandise.

All catalogues and circulars should be in Dutch or English. A Dutchman's trade can not be successfully wooed with business literature printed in Spanish. Following are the names of some of the business men of Paramaribo: M. S. Van Praag & Co., S. M. Swyt, Onga A. Swie, general importers; J. Haas, W. T. Newsum, J. H. Wyngaarde, dry goods, etc.

#### FRENCH GUIANA.

Official figures of exports and imports are not available at this time. Gold mining, the chief industry of the colony, absorbs the entire laboring population.

The penal settlement of 8,000 convicts, together with the troops heretofore stationed at Cayenne, have been withdrawn from the city by an order of the French Government, to St. Laurent, up the Maroni River. Our consular agent at Cayenne, Mr. Lalanne, considers this a great misfortune to the entire business community, as these convicts performed all the labor on public works and improvements in and about Cayenne, and for a small daily stipend supplied the small farming community of the colony with labor, which, for reasons above stated, will now be impossible or very difficult to obtain.

The French Government, it appears, was induced to issue the order by pressure from a portion of the community at Cayenne, largely for sentimental reasons. The agent appears justified in entertaining a gloomy view of the agricultural situation, by reason of this change.

GEO. H. MOULTON, *Consul*

DEMERARA, *October 10, 1899.*

#### PARAGUAY.

##### COMMERCE.

The imports and exports during 1898, according to the President's message, were:

	Gold.
Importation .....	\$2, 822, 438. 46
Exportation .....	2, 207, 461. 15
Difference in favor of importation .....	614, 977. 31

Of the many articles imported here, I will enumerate the most important, the others being so small in quantity as not to justify correspondence or inquiries.

The leading articles are as follows:

Eatables, etc .....	\$398, 192. 59	Textiles, cotton, etc .....	709, 012. 74
Drinks .....	237, 738. 38	Apparel .....	24, 989. 25
Hardware, tinware, etc. ....	163, 823. 66	Hats, etc .....	44, 401. 50
Lamps, ironware, etc. ....	2, 433. 01	Drugs and medicines—	
Chinaware, glass, etc .....	15, 043. 05	general .....	13, 911. 31
Dressed skins and hides....	11, 961. 40	special .....	4, 633. 65
Harness .....	1, 348. 10	Surgical instruments, etc....	16, 355. 09
Footwear, leather, etc .....	7, 528. 65		
Watches and clocks .....	2, 763. 72	Total .....	1, 795, 042. 28
Musical instruments .....	4, 423. 45	Entered free of duty by	
Furniture, tapestry, etc .....	10, 315. 24	law .....	500, 339. 70
Guns, pistols, ammunition...	22, 997. 04	Entered free by special con-	
Stationery .....	13, 957. 95	cessions .....	103, 351. 00
Perfumery and toilet arti-			
cles .....	21, 479. 95	Total .....	2, 398, 732. 98
Mercery .....	67, 019. 08		

In this total articles imported in too small quantities to command the attention of our merchants have been left out.

This is a most profitable market for cotton goods, cotton prints, cotton flannel, ducks, drills, cassimere, summer lawns, all classes of light spring and summer apparel.

This country being semitropical, all articles of clothing used in such regions would be salable here. The colors preferred are bright. No special style of packing is necessary. In bleached or white goods, called bramantes, the book fold is most used. The narrower the width of the goods the more profitable is it for the merchants here, because the price is the same, no matter what the width. Everybody buys by the meter and sells by the vara, which is less than a yard, and retailers gain the difference. Usually, the width is 26 to 27; nevertheless the narrower the goods the better, also the shorter the length.

Exportations comprise hides, horse and cow-tail hair, and oranges. The woods are very well worth attention. Tobacco is increasing in shipments. Paraguayan tea is the greatest export of the country. Many thousands of dollars are made in sending out early vegetables.

#### NAVIGATION AT ASUNCION.

There are two companies whose boats ply between Montevideo, Buenos Ayres, and Asuncion. The freight charges per 40 cubic feet average \$8 Argentine paper (\$2.50 United States gold) from Montevideo, and from Buenos Ayres, \$7 Argentine paper (about \$2 United States gold). The passenger rates are \$75 and \$90 Argentine paper (\$25 and \$30 United States), first and second class, coming up, and \$60 and \$70 Argentine paper (\$20 and \$24 United States) going down the river. Flat-bottomed boats are needed for river transit. The traffic on this river is very profitable, especially in the passenger department in winter, when many tourists come to Paraguay to avoid the cold weather in Buenos Ayres.

*Boats entering the port of Asuncion from January 1 to July 31, 1899.*

Nationality.	Number.	Tons.	Passengers.
Argentine .....	158	47,400	2,585
National .....	369	8,975	665
Brazilian .....	23	12,696	523
Spanish .....	1	13	.....
Uruguayan .....	26	1,862	66
German .....	9	2,700	.....
Total .....	576	73,136	3,788

*Boats cleared from the port of Asuncion from January 1 to July 31, 1899.*

Nationality.	Number.	Tons.	Passengers.
Argentine .....	153	45,900	1,992
National .....	336	8,400	785
Brazilian .....	28	14,040	455
Spanish .....	1	13	.....
Uruguayan .....	21	1,090	52
German .....	7	2,100	.....
Total .....	544	71,543	3,284

## PORT REGULATIONS.

## The following rules apply to navigation:

The captain of the port may arrest any criminal that commits a crime on board a vessel, either native or foreign; lend help in case of mutiny or strike of sailors at the captain's petition, or that of the consul; arrest deserters from trade vessels; in case of damage he will lend help to save the vessel; see that pilots comply with the regulations and laws; will not inscribe in the national roll any vessel under foreign flag without notice from the consul of that country, and will give authorization to sail.

Before communicating with land, all vessels entering port must be visited by the port officer, to whom must be handed the papers and list of passengers.

All masters of vessels must present themselves to the office of the captain of the port and show their license to navigate, and note shall be taken of the tonnage, name of the master, from where the boat proceeds, destination, cargo, and number of crew. Deeds of sale or hire of vessels must be effected under the supervision of the central office of port.

All vessels with cargo of gunpowder and projectiles can not anchor at less than 400 meters from the port and must hoist a red flag. Any violation of this rule will be fined \$100.

All coast vessels must have the number of registration on the prow on larboard and starboard in colors to be well distinguished.

No vessel anchored can have fire on board after the sign to extinguish, under penalty of \$5 fine.

Every master is under obligation to give notice to the nearest officer of port of desertion, illness, or death on board.

No vessel is allowed to anchor in any other place of the coast except at the spot assigned, under a penalty of \$5 if it is in day time, and \$10 at night time.

Any vessel navigating the rivers without the license will be confiscated.

All boilers must be examined by the port officers.

All vessels must receive on their arrival the sanitary visit before any communication with land is allowed and must pay a tax of 2 cents per ton for this service.

The sanitary officer can impose quarantine when the vessels proceed from an infected port.

## PUBLIC WORKS.

Public works completed in 1898 were: Construction of wharf, cost \$23,200; extension of wall, \$10,519.08; addition to custom-house, \$77,450; construction of edifice in Villa Encarnacion, \$39,500; con-

struction of an addition to the national penitentiary, \$100,000; wharf improvements, \$34,000.

In Emboscada, a few miles from Asuncion, are located immense stone quarries. Some fine building stone is obtained there. The streets of the capital are being rapidly paved. There is also a project to construct a boulevard some distance into the country. The asylum for the poor is progressing and will be finished soon.

The construction of a new market and of a city hall, lighted by electricity, and the opening of a sewerage system are proposed for Asuncion. Its situation is good for easy drainage. Asuncion has a population of about 50,000, is very healthy and free from epidemics. Attention is called to the plan now before the municipal board to replace the old kerosene lamps by electric lights. The cost of lighting the city is about \$1,000 gold per month. Telegraph poles in abundance can be had. Bricks cost \$5 gold per 1,000; stone, 30 cents gold per cubic meter. The city board, I am reliably informed, offers a concession for twenty or twenty-five years, the municipality contracting to take no less than 500 lamps of at least 250 candles each. With private persons the company can make its own arrangements as to charges. Everything pertaining to the plant is to be entered free of custom-house duties and will be exempt from taxation. The municipality will permit the same electric plant to be employed for tramways, fans, etc.

#### LAWS ON FOOD ADULTERATION, PATENTS, ETC.

There is no law prohibiting the importation of adulterated or impure food, seeds, or diseased animals; but the city laws will not permit the sale of adulterated food or drink. Articles 477 and 478 read:

Anyone who knowingly mixes in drinks or estables destined for public consumption substances which are dangerous to the health will be subject to three months' arrest and \$50 to \$250 fine.

Anyone who sells knowingly medicines which have deteriorated or have been adulterated, or substitutes them for others, is subject to three months' arrest and \$20 to \$200 fine.

For patent protection, the inventor must appeal to Congress, which will grant him a concession for exclusive use and sale for a number of years.

Trade-marks, to be valid, must be registered in the national treasury.

As to usury, there is now no law touching this point. Parties can charge or collect any interest they have agreed upon, but in the absence of agreement 6 per cent is allowed.

#### RAILROADS.

As is well known, the first railroad in South America was built in Paraguay. This road is called the Paraguayan Central and extends from Asuncion to Pirapo. The agreement was that the road should run to Encarnacion, at the extreme south of the Republic; but it has only reached Pirapo. In July, 1898, the passenger rates were raised 33 per cent, which caused a temporary falling off in the passenger traffic. The freight rates were increased about the same time some 25 per cent. In February and March last, traffic was interrupted by inundations.

It must be borne in mind in reading the following statistics that the road does not go through the richest part of Paraguay:

*Central Railroad of Paraguay—Passengers carried from May 1, 1898, to April 30, 1899.*

Months.	Number.	Number.	Number.	Number.
1898.				
May.....	2,361½	2,034	47,992½	52,388
June.....	2,628½	2,016	45,497	50,139½
July.....	2,176½	1,662	38,870	42,708½
August.....	2,162	1,680	39,275½	43,117½
September.....	2,010½	1,743	41,382½	45,136
October.....	2,866	2,150½	43,210½	48,227
November.....	1,630½	1,669½	35,971½	39,271½
December.....	2,665	2,646	44,155	49,466
1899.				
January.....	2,141	2,031½	38,317½	42,490
February.....	1,917½	3,013	36,840½	41,771
March.....	2,060	2,456½	42,461½	46,978
April.....	1,920	1,870½	39,651½	43,442
Total.....	26,537	24,972½	493,625½	545,135

*Total income, including tickets, cargo, baggage, telegraph, etc., for the months following.*

1898.		1899.	
May.....	\$12,261	January.....	\$11,899
June.....	12,419	February.....	12,750
July.....	13,231	March.....	13,867
August.....	13,878	April.....	12,051
September.....	15,294		
October.....	15,461	Total.....	161,777
November.....	13,524		
December.....	15,145		

*Classification of merchandise carried.*

Articles.	Quantity.	Weight.	Articles.	Quantity.	Weight.
		<i>Tons.</i>			<i>Tons.</i>
Woods.....		23,680	Untwisted silk.....		3,565
Tobacco.....		2,435	Bark for tanning.....		261
Corn and pease.....		890	Bricks, roof tiles, stone.....		6,540
Hay.....		813	General exportation.....		140
Hides.....		4,197	Articles not classified.....		3,105
Paraguayan tea.....		576			58,065
Starch, cocoa, peanuts, oil, etc.....		533	Small packages, etc, number.....	69,448	2,227.50
Sugar, honey, etc.....		157	Live animals.....number.....	97	
Oranges.....		2,592	Dead animals.....do.....	25,481	
Groceries, tin, iron, hardware, dry goods.....		2,140	Telegrams.....do.....	11,175	
Eatables, drinks.....		3,090			80,292.50
Salt.....		2,486			
Calcium, Portland, fence wire, zinc, etc.....		1,015			

The attention of American railroad men and capitalists is called to the following profitable openings for investment:

First. A road can be run from Asuncion via San Lorenzo, the Campo Grande Ita, Yaguaron, Paraguari, Carapegua, Acaai, Quindy, Caapucu to Villa Florida upon the Tobicuary River. This is the richest and most thickly populated section of Paraguay, containing most of the cattle and the richest lands. From Villa Florida, the line could be extended through the towns San Juan, San Miguel, Santa Maria, San Ignacion, and Santiago to San Josemi upon the river Parana, by which the cities of Rosario with 150,000 people, Buenos Ayres with nearly a million inhabitants, and Montevideo can be reached. This section has

thousands and thousands of head of cattle. A branch of this road could connect Ita with Guarambare and Villeta, in the great orange exporting section; also with Villa del Pilar, the town which exports quantities of vegetables to Buenos Ayres and other cities of the south. This railroad would connect two important South American rivers, the Paraguay and Parana. The Government passed a law September 28, 1888, agreeing to pay 6 per cent interest for twenty years on a capital of \$300,000, gold, this being the estimated cost for building each kilometer.

Second. A railroad can be built from Asuncion through the Cordilleras, touching the towns Limpio, Emboscada (the great coffee town), Altos, Atira, Tobati, and Caragatatay. This section has probably the finest woods in South America. Here, too, millions of the sweetest oranges are yearly lost because of lack of means to transport them to the market. It must be remembered that Paraguay is the great wood supplier for the Argentine Republic and Uruguay. The finest lumber is found on this route. Everything is carried by ox carts. This road can be extended from Caragatatay to Union, thence to San Estanislau, adjacent to the extensive Paraguayan tea section called the Yerbales; thence to Villa Curuguati and Villa Igatimi. This borders the Brazilian frontier, where the fields also are rich with tea, which is carried in carts drawn by slow oxen about 300 miles, in a roundabout way, to reach the Paraguay River. The railroad would get all of this trade, besides the immense traffic in Paraguay. Last year, 5,000,000 pounds of Paraguayan tea was lost on the Je Jui River because the water was too low to bring it down, and it remained in a damp state until it spoiled.

Third. The railroad can also be built from Rosario, taking in San Estanislao and Concepcion, the rich northern section where are many extensive tracts of tea-bearing land.

Fourth. A railroad can be constructed from Asuncion to Santos, Brazil, the large shipping port of coffee, etc., on the Atlantic Ocean. On August 27, 1891, the Government passed a law, a copy of which will be furnished anyone upon application to the foreign minister of Paraguay, giving 6 per cent on the capital to be invested in its construction, the cost estimated for each kilometer being 30,000 pounds sterling. The materials, etc., necessary in building the road were to come in free of duty, and all persons engaged on the road in any way whatever were to be free from military service. This road will go through the richest section of Paraguay—the great cattle region described above—also through the most fertile district in Brazil.

#### POST-OFFICE MOVEMENT.

There has been a considerable increase in this department over 1897. The following are statistics for 1898:

	Letters.	Printed matter.	Cards.	Sam- ples.	Official letters.	Regis- tered letters.	Pack- ages.	Total.
City service .....	2, 074	13, 351	2, 999	.....	959	.....	.....	20, 013
Sent to exterior.....	70, 853	47, 008	6, 332	1, 109	4, 489	10, 528	117	139, 436
Received from exterior.....	16, 395	156, 353	6, 652	93	219	11, 076	1, 224	286, 012
Sent to interior .....	85, 587	408, 534	18, 995	849	18, 949	10, 493	.....	538, 407
Received from interior .....	94, 437	11, 564	20, 705	550	11, 651	8, 980	.....	147, 867
Last hour mail.....	76, 463	54, 751	15, 959	81	1, 714	.....	.....	148, 968
Last hour mail received .....	15, 249	2, 894	5, 629	42	1, 255	.....	.....	25, 089
Total.....	61, 688	689, 455	70, 271	2, 694	39, 236	41, 067	1, 341	1, 305, 742



The total from January 1, 1897, to December 31, 1898, was 1,305,742; value, \$84,174.79.

## TELEGRAMS.

Description.	Number.	Words.	Value.
Sent exterior.....	17,865	442,716	\$55,911.13
Received exterior.....	19,004	904,379	15,195.00
Sent interior.....	7,379	123,117	15,986.74
Received interior.....	7,146	127,882	7,082.51
Total.....	50,894	1,598,094	94,125.39

The total receipts from the post and telegraph offices were \$178,300, Paraguayan paper money. It must be noted that the desire of the Government to disseminate information throughout the country has caused papers, pamphlets, etc., to be sent free of postage to all parts of the Republic; hence this class of mail is not included in the receipts of the post-office.

The telegraph line has been completed to the northern part of the Republic and telegraphic communication is now open between Asuncion and Villa Concepcion. It is hoped that the line will be prolonged to San Salvador.

## FINANCE.

During the year 1898, the income of Paraguay was, in detail, as follows:

From balance of previous year .....	\$702,242.59
From receipts of the custom-house:	
Central .....	5,084,857.04
Concepcion .....	298,725.89
Encarnacion .....	128,625.88
Villa del Pilar .....	143,074.78
San José mi .....	16,021.04
Humaita .....	17,776.03
From bills to emit.....	1,073,215.00
From duties and properties of State.....	144,988.29
From collections of the Agricultural Bank.....	417,364.35
From administrative service, taxes, and contributions.....	402,821.07
From taxes on internal merchandise, titles, treasury certificates, etc..	547,586.73

The expenses of the Republic in 1898 were as follows:

For public works.....	\$379,000.00
For army and navy .....	1,708,474.16
For pay to generals and soldiers.....	2,712,082.06
For public education .....	1,023,031.23
For taxes and properties of the State .....	401,187.06
For encouragement of industries, agriculture, etc .....	29,110.43
For public debt .....	547,599.44
For colonization .....	615,968.28
For benefactions, etc.....	182,632.55
For ordinary and extraordinary expenses of the Administration .....	782,136.27
For funds for conversion .....	660,053.53
For balances of orders to pay, judicial deposits, bonds, and various values .....	534,980.56

The estimate of the expenses and of the resources of the nation sent by the President to the Paraguayan Congress for 1900 is as follows:

Estimate of expenses .....	\$8,065,781.88
Estimate of resources .....	2,559,785.86
Estimates of resources in gold .....	786,570.86

From these figures, it would appear that the resources will not be enough to cover expenses; but by multiplying \$786,570.86 gold by 7 (as 7 Paraguayan dollars make 1 gold dollar) and adding the result to \$2,559,785.86 (Paraguayan paper) the result will be much more than the estimate of expenses, \$8,065,781.88.

On the 1st of January, 1899, the internal debt of the Republic stood as follows (stated in paper currency):

Obligations to pay.....	\$822,518.77
Titles of the internal debt.....	643,070.00
Emission of bills.....	9,785,000.00
Emission of certificate of treasury.....	430,000.00
Orders to pay.....	1,383.96
Returns decreed to pay.....	1,338.10
Titles of the public debt.....	73.00
National bank in liquidation.....	156,952.54
Amortization of the London debt.....	160,958.06
Extraordinary remuneration of Congress.....	83,940.00
<b>Total.....</b>	<b>12,085,234.43</b>

The external debt is:

London loan in 1871 and 1872, gold.....	\$4,973,200.00
National Bank of Argentine.....	42,589.60
<b>Total.....</b>	<b>5,015,789.60</b>

#### CURRENCY CIRCULATION.

The amount of currency in circulation is \$9,785,000, as follows:

National-bank notes.....	\$2,406,118.05
Bank of the River Plate.....	19,606.00
Bank of Commerce.....	2,068.50
Treasury notes.....	321,057.00
Notes of law—	
September 24, 1894.....	1,914,939.50
October 6, 1896.....	2,065,383.50
June 29, 1897.....	2,600,000.00
Substitutes for bad bills.....	455,827.45
<b>Total.....</b>	<b>9,785,000.00</b>
Amount in subtreasury.....	2,200,000.00
<b>Balance.....</b>	<b>7,585,000.00</b>

The actual amount of paper now in circulation is \$7,850,000. Much of the paper money gets lost by wear, etc., as the paper is not of the most durable quality. The printing of \$10,000,000 of new bills may fall to the bids of our American note companies. This work is now in contemplation.

#### EDUCATION.

In the field of public instruction, the people of Paraguay are making marvelous strides. I applied to the minister of instruction for data relating to present conditions and he presented me with two large, handsomely bound volumes, each about the size of Webster's Unabridged Dictionary. They contained the minutest details of every department and branch, both city and rural. Its compiler, Mr. Lopez, was educated in England. From these two volumes the following data were extracted: The number of pupils enrolled in the schools (private not included) for 1898 was 18,600; in the normal schools, 1,200, making

in all 19,800. For education \$1,023,051.23 was spent. President Aceval's messages give the following details: National college has 831 students and 54 professors; seminary has 32 students and 5 professors; public schools number 224, including two normal schools with 80 fellowships, and 13 graded, with 428 teachers. Each town of any importance has a private school. The Methodist Episcopal Church is supporting a large educational institution here.

American schoolbooks printed in Spanish would be well received and give reasonable profit to the publishers.

#### COMMERCIAL TRAVELERS.

There is a tax of 500 paper dollars (about \$71) on commercial travelers. This is paid only once, whether they remain weeks or years.

#### MINERALS.

The Cordilleras contain peroxide of manganese ( $MnO_2$ ) in abundance. There is no industry in Paraguay that can make use of this mineral. Silicates of aluminum, among which is kaolin or porcelain earth, are found in the departments of Caapucu, Ibicui, Quiquio, Villa Rica, Cordillera, Villeta, Luque, Altos, etc. In the last-named departments, kaolin of extraordinary purity has been found near the surface.

Silicates of magnesium, among which may be mentioned talc, are principally found near San Miguel of the Misiones; also near Paso de Santa Maria on the Tebicuary River.

Graphite or plumbago is of frequent occurrence in crystalline form.

The district of Caapucu contains enormous quantities of Elba iron and red iron ore. Near San Miguel of the Misiones, about 3 miles from the banks of the Tebicuary River, among syenitic rocks in considerable depth is found magnetic iron. Both of these ores were used by Lopez during the war in making war implements.

Hydrated peroxide of iron and brown iron ochre occurs in all parts of the country. The ore in the vicinity of Villa Encarnacion, on the banks of the Alto Parana River, contains phosphoric acid.

Porphyry occurs in the whole zone of the plutonic formation, in the districts of Caapucu, Quiindy, and Quiquio. Basalt is principally found near Villa Encarnacion. Sandstone exists in the vicinity of Emboscada.

#### AGRICULTURE.

Much effort is made by the Government to stimulate agriculture. Premiums are offered, especially for coffee growing, 30 cents being given for each plant; \$8,066.30 was spent in premiums last year.

Everybody is obliged to plant orange trees, and those who plant 200 trees are exempt from military service. Last year, 100,000 shoots or sprouts of Brazilian pineapples were sold by the Agricultural Bank at 10 cents each. It cost the bank 26 cents each to put them in Asuncion. Seeds of coffee, Habana and Bahia tobacco, United States cotton, castor-oil plants, rice, ramie, fodder plants, cherries, prunes, peaches, etc., were distributed free. Many other varieties of seeds of vegetables, grasses, cereals, fruits, etc., have been sent to the agricultural school to be planted and sold to interested parties. The Agricultural Bank buys up all the cotton that is produced at \$4 for every

25 pounds with seed, and \$13 without seed. Last year the bank spent \$15,025 for this purpose. The Agricultural Bank is a Government institution which aids farmers and finds a market for their products abroad.

For the benefit of the many persons who address letters to this consulate inquiring about agriculture and the products of Paraguay, I have spent much time in gathering data. I here present statistics of each town or district, so that a person can readily form an idea as to what section best suits his agricultural tastes. Thus the immigrant can select the point most desired by him; the manufacturer can decide what agricultural implements are needed, etc. First, I will call attention to the agricultural products of Paraguay before the war of 1867. Two crops a year were produced. Dr. Moises Bertain, the learned Swiss naturalist and director of the National School of Agriculture of Paraguay, commented on these statistics in the following words:

What first calls our attention is the great expansion of agriculture at that time, when the country had not suffered the disaster of a five years' war. It is a proof of what can be done to-day if the inhabitants would devote themselves to agricultural pursuits.

The division in *lifios* (an area of 100 yards) makes it difficult to calculate the total production, but taking for a basis the average produce of the different regions of the country in regular years, we arrive at the following approximations:

	Kilograms.	Pounds.
Maize .....	260,000,000	590,832,800
Mandivea .....	546,000,000	1,203,711,600
Peanuts, beans, peas, chick peas .....	56,000,000	123,457,600
Sweet potatoes, onions, pumpkins, melons, and watermelons .....	66,000,000	145,503,600
Rice, wheat, and barley .....	4,000,000	8,818,400
Total .....	940,000,000	2,072,324,000

This important sum represents an average of 6,000 kilograms (13,228 pounds) of food for each family. But there should be added the produce of fruit trees, a part of that of sugar cane, and all the animal food—meat, milk, cheese, eggs, etc. The orange production can not be estimated at less than 300,000,000 kilograms (661,380,000 pounds), as 1,500,000 orange trees (out of a total of 2,803,795 trees) give 3,000,000,000 oranges. The portion of sugar cane used as food in the shape of molasses, etc., calculated at 12 per cent in saccharine richness, gives some 27,000,000 kilograms (59,529,200 pounds) of sugar. In round numbers, 1,300,000,000 kilograms (2,865,900,000 pounds) can be considered the sum of vegetable food. This gives from 8,000 to 9,000 kilograms (17,637 to 19,841 pounds) per family; that is to say, more than double what a family can consume.

If the limited exportation of these productions is remembered it will be clear that there was an abundance of provisions, greater than that enjoyed by any people, probably, at that time.

The following productions should be added:

	Kilograms.	Pounds.
Sugar cane, at the rate of 5,000 arrobas per <i>cuadra</i> <sup>a</sup> .....	460,000,000	1,014,116,000
Cotton, at 250 kilos per <i>cuadra</i> .....	2,250,000	4,960,350
Cotton seeds .....	6,000,000	13,228,600
Tobacco, at the rate of 1 arroba <sup>b</sup> per <i>lifo</i> <sup>c</sup> .....	9,820,000	21,649,172

<sup>a</sup> Cuadra equal to 10,000 square yards.

<sup>b</sup> Arroba equal to 25 pounds.

<sup>c</sup> Lifo is a furrow of 100 yards.

It is difficult to estimate the values of all these products, as the prices varied considerably. The following data, giving the valuations in modern prices, are only approximate, but will give an idea of the prosperity in those times.

	Francs.	Dollars.
Maize, at 1 franc the 10 kilos.....	26,800,000	5,172,400
Mandiocas, at 0.25 franc the 10 kilos.....	13,650,000	2,634,450
Peanuts, beans, peas, etc., at 1.50 francs the 10 kilos.....	8,400,000	1,621,200
Sweet potatoes, onions, pumpkins, melons, etc.....	4,000,000	772,000
Wheat and barley.....	200,000	38,600
Rice, at 5 francs the 10 kilos.....	1,600,000	308,800
Sugar cane, at 10 francs the ton.....	4,600,000	887,800
Cotton, at 1 franc per kilo.....	2,250,000	434,250
Cotton seed, at 1.25 francs the 10 kilos.....	750,000	144,750
Tobacco, at 5 francs the 10 kilos.....	4,910,000	947,680
Oranges, at 2 francs per thousand.....	6,000,000	1,158,000
Other fruits.....	1,000,000	198,000
Total, in francs.....	74,160,000	14,312,880

To-day, Paraguay is a most promising field for the American merchant, capitalist, or immigrant.

The following is a copy of the returns handed me by the bureau of statistics. If there were good roads these figures would be trebled:

*Statement of agriculture for the year 1898.*

[Areas of 100 yards.]

Departments.	Man- dioca.	Maize.	Sugar cane.	Castor- oil plants.	Peas.	Coffee.	Rice.	Pea- nuts.	Cotton.	To- bacco.
Itape.....	33,060	55,746	6,898	51	31,932	199	3,565	3,119	949	974
Ajos.....	31,305	49,229	3,080	73	25,256	32	2,910	2,950	535	2,170
Ihu.....	6,759	29,276	404	37	2,765	.....	160	488	64	.....
Atira.....	52,545	38,240	7,538	.....	12,998	164	.....	5,942	1,061	9,909
Desmochados.....	13,347	25,698	1,797	.....	2,449	.....	40	2,900	204	740
Jesus y Trinidad.....	11,443	40,875	1,314	.....	9,190	.....	1,722	719	116	1,283
Caapucu.....	25,543	23,596	1,582	.....	6,855	.....	794	1,503	312	6,476
San José de los Ar- rayos.....	62,652	36,004	7,747	425	33,404	245	2,112	4,922	2,285	15,126
Caaguazu.....	14,468	24,120	1,372	.....	5,856	.....	1,298	1,380	120	70
Villa Encarnacion.....	65,191	112,406	6,295	.....	26,827	20	2,523	8,781	580	8,435
Quilind.....	21,378	41,319	2,999	257	9,739	64	396	3,015	636	6,094
Altos.....	111,847	99,768	10,852	6,013	59,054	20,089	1,042	20,551	3,559	11,410
Ihaucaguazu.....	48,437	33,601	4,164	133	29,550	198	6,589	6,256	1,366	1,977
San Lorenzo del C. Grande.....	77,330	59,363	13,617	1,170	29,527	3,216	3,874	9,178	99,020	2,752
Villeta.....	96,746	77,859	6,899	3,865	36,753	419	7,812	11,430	4,943	6,237
Iataitry.....	16,956	23,353	1,153	.....	5,259	6	1,288	1,296	585	1,967
Cacuaras.....	9,953	15,765	1,223	.....	2,326	.....	232	1,627	133	935
Villa Franca.....	7,661	9,657	1,616	.....	2,538	.....	95	1,107	15	192
Villa de San Pedro.....	65,794	44,363	7,267	2,813	28,790	356	155	6,921	1,278	80
Acahay.....	54,939	117,158	10,623	3,314	30,232	835	2,404	6,466	1,361	.....
Humalta.....	21,550	38,139	4,259	3	5,862	87	67	7,947	259	470
Piribebuy.....	82,916	70,524	3,313	2,821	38,120	1,923	1,108	6,902	1,032	20,497
Paraguari.....	115,953	79,162	11,479	353	29,684	2,089	3,375	17,757	1,455	16,371
Yuty.....	82,909	123,375	8,247	30,266	157	223	5,685	5,205	1,126	6,880
Aregua.....	69,380	109,811	21,087	46,018	1,062	687	2,734	33,528	1,279	13,405
Ipacaray.....	46,849	42,202	789	1,194	239	23,233	1,795	13,729	494	6,856
Quilindy.....	50,465	89,560	10,010	22,174	10	196	2,453	17,106	1,113	17,759
Ylaltimi.....	53,101	115,922	20,852	23,054	437	980	6,283	2,968	1,783	2,436
Villa Concepcion.....	70,512	32,463	8,978	20,739	1,315	661	1,247	7,927	1,862	.....
Caazapa.....	98,209	144,115	10,071	33,577	715	238	2,578	8,817	1,570	7,576
Ca Capi.....	61,953	114,904	10,954	34,933	7,873	190	8,496	11,307	34,544	10,123
Cacupe.....	53,746	43,182	2,346	19,264	.....	2,456	110	5,737	402	10,938
Ybicuri.....	69,369	24,115	8,902	38,875	1,260	.....	3,867	8,411	3,543	22,386
San Joaquin.....	12,247	10,960	1,115	5,125	.....	.....	270	720	115	340
San Juan Nepomuceud San Juan Baptista de las Misiones.....	16,775	19,219	670	8,295	143	20	1,134	1,245	260	623
	21,057	43,802	1,293	4,896	214	27	149	2,727	470	.....

## CATTLE.

*Statement of cattle for the year 1898.*

Departments.	Cows.	Horses.	Mares.	Mules.	Asses.	Hogs.	Goats.	Sheep.
Yuty.....	31,020	1,665	2,657	42	8	407	1,224	3,847
Aregua.....	3,178	159	142	-----	10	218	224	297
Quindiy.....	14,587	1,204	2,036	13	55	-----	820	4,984
Ipacary.....	3,981	176	42	2	14	64	81	899
Ibitimi.....	15,922	724	594	9	19	182	254	2,315
Villa Concepcion.....	236,747	5,481	10,529	360	20	149	743	19,097
Caazapa.....	27,872	1,187	2,088	82	23	596	890	4,778
Cabapy.....	11,866	877	862	106	25	779	629	2,456
Ibicul.....	39,315	2,611	1,444	104	11	1,129	679	4,392
Caacupe.....	2,490	120	69	-----	2	92	10	18
San Joaquin.....	3,876	90	126	7	1	-----	-----	526
San Juan Nepomucend.....	2,702	289	268	8	-----	98	159	348
San Juan Baptista de las Misiones.....	46,588	1,620	4,206	103	55	82	558	9,077
Itape.....	4,053	242	206	-----	2	208	207	907
Ajas.....	12,624	680	821	21	34	326	291	1,545
Ihu.....	4,601	193	110	19	40	9	22	121
Atira.....	4,497	274	244	1	32	96	101	282
Desmochados.....	7,791	378	866	6	6	52	19	635
Jesus y Trinidad.....	2,062	774	-----	227	9	269	184	457
Caapucu.....	41,120	1,549	3,682	148	67	64	817	15,741
San José de los Arrayos.....	16,892	726	908	29	55	649	383	1,168
Caaguazu.....	3,759	259	259	22	41	74	35	10
Villa Encarnacion.....	10,479	1,358	1,429	85	13	668	511	306
Quiquid.....	12,544	702	1,496	25	2	60	116	3,006
Altos.....	9,194	446	877	20	110	382	279	565
Ihaucaguasu.....	6,728	441	429	-----	16	490	57	1,189
San Lorenzo del C. Grande.....	2,912	192	65	4	377	100	105	63
Villeta.....	27,663	748	676	16	53	188	562	2,741
Lataltry.....	2,641	177	81	-----	133	108	78	281
Tacuaras.....	29,527	568	679	5	32	18	81	1,424
Villa Francia.....	20,511	408	823	24	5	40	441	1,103
Villa de San Pedro.....	40,880	896	812	20	24	121	587	1,898
Acabay.....	17,361	1,144	1,017	2	4	523	694	3,011
Humaita.....	20,453	1,445	3,148	3	1	146	183	2,773
Piribebuy.....	6,316	392	886	-----	8	974	145	177
Paraguari.....	23,741	1,134	1,635	162	49	265	1,116	4,110

## RURAL CODE.

Extracts are taken from this code, which dates from the 8th of August, 1887, as many letters on this subject reach here.

Owners of land must have their land surveyed and the boundaries marked out as soon as possible after purchase.

The following are considered rural establishments: Cattle-breeding farms, horse-breeding farms, sheep-breeding farms, dairy farms, and market gardens.

Cart and plow horses are free from risk of being seized, as are also colts and mares on stock farms.

Where horses and mares are turned out to graze for the winter months, 10 per cent only can be taken for Government service.

The overseer or person left in charge of rural establishments in the absence of their owners is free of impressment in the army, as is also one peon to every 100 head of cattle.

The municipal chamber will keep a register for all the marks used in the Republic.

All owners of horses or cattle are obliged to register their mark, otherwise it is useless, and an animal marked with it, if lost, is not reclaimable. The municipal employee who is in charge of the register will not enter a mark that is already in use, or one very like it, in order to avoid difficulties; should, however, two similar marks be found, the one first registered will take preference over the other.

Owners of rural establishments are obliged not only to have their marks registered in Asuncion, but must also present to the municipality or justice of the peace the copy of the registry of their marks in the capital, in order that they may be registered in the town nearest their establishment.

The mark legally registered is the proof that animals marked with it belong to the owner, and this proof is accepted everywhere.

If a farmer does not possess a mark duly registered and wishes to buy animals, he must insist on the seller giving him a certificate declaring the animals for sale are

his legitimate property, and the local justice of the peace should affix his signature to the certificate.

If a farmer should by mistake mark an animal not belonging to him, he is obliged to countermark the animal; if it should be proved that it was done purposely, the farmer is liable to fine of double the value of the animal, and is also liable to criminal action.

Should a calf not marked be found grazing on someone else's field, the owner can present himself with the cow, and if the calf recognizes it as its mother by following it, his right is established. If, however, this should not take place, the calf becomes the property of the owner of the field where found.

All animals imported should be marked within sixty days of their arrival, unless they are too thin or some other drawback should arise. If this rule is not carried out, the purchaser is liable to a fine of \$2 per head.

After the justice of peace or other competent authority is informed of the intention to mark animals on a certain day, and the authority so advised does not appear or send a substitute, the farmer can call in two neighbors of good reputation, and mark in their presence. In this case, the justice or commissary loses his right to be paid a fee.

It is expressly prohibited to inclose within a fence a number of calves not marked as they should be at the age of 1 year.

If the proprietor finds among his cattle animals with unknown marks he is obliged to make it known to the proper authority within fifteen days, or pay a fine of \$2 per head.

Any person with a certificate of a mark or marks can oblige the owner of a cattle farm to bring together all his cattle for inspection.

#### MARKET GARDENS.

The owners of market gardens are obliged by the law to fence in all land planted with fruits or vegetables, in default of which they can not claim damages caused by animals. The owners of animals that have broken through a properly constructed fence will pay the value of property destroyed, according to the valuation put upon it by neighbors named by the parties for that purpose.

Anyone that kills or wounds an animal for having broken through his fence is liable to a fine of double the value of the animal, according to the price set upon it by assessors.

#### GRASSHOPPERS

During the past year, Paraguay has been invaded by swarms of grasshoppers, which caused congress to enact a law on the matter. Any inventor or merchant who can solve the problem of exterminating the grasshopper will receive a large bounty from the Government, as well as the exclusive privilege of selling his invention. On October 17, 1898, congress passed a law compelling every person in the Republic to assist in killing the grasshoppers or to pay a certain amount toward the expenses involved in the work.

The only persons exempt are those engaged in the railway and street car services (these are obliged to destroy the eggs and young ones found on grounds or properties belonging to them), persons physically unable, and persons employed daily in Government offices. The fines range from \$40 and \$50 up to \$500 for refusing to kill the grasshoppers. The country is divided into departments, and each department has so many companies. Last year, or rather up to May 12, 1899, the grasshoppers were attacked by 308 companies in 73 departments and 5 colonies. The total expense, leaving out places not yet heard from, amounts to \$143,040.53 paper.

## NEW ORGANIC LAW ON COURTS, COLLECTION OF DEBTS, ETC.

## JUDICIAL SYSTEM.

Every town of the Republic has a justice of the peace named by the president with the approval of the supreme court. His jurisdiction extends to the value of \$500 in civil and commercial matters.

The sentences of the justices of the peace can be appealed when they refer to sums above \$50 to the judge of first instance, either in civil or commercial jurisdiction, according to the nature of the object in question, and in criminal cases, when the fine is over \$5 or three days in prison are involved.

Their duties are to execute any commission conferred upon them by the superior magistrates; to arrest criminals, and replace public notaries in towns where none have offices.

Correctional judges are designated to pass sentence on all contraventions in the district of the capital, and supervise preliminary proceedings in any crime perpetrated in the capital.

To exercise this function, it is necessary to be a Paraguayan citizen and more than 25 years of age.

The correctional judge is appointed by the executive for four years with the consent of the supreme court, and can be dismissed only by the supreme court for proved misbehaviour.

Judges of first instance have jurisdiction over all ordinary matters in the following order:

In all civil matters whose value exceeds \$500; wills and successions; civil bankruptcy, of whatever sum; judicial consent and license to minors; causes of divorce and nullity of marriage cases referring to the civil condition of citizens; appeals from sentences of justices of the peace.

In all commercial matters exceeding \$500; appeals from sentences of justices of the peace in commercial matters under the same conditions as in civil matters.

## CRIMINAL CASES.

The sentences of the magistrates of the first instance are appealable before the courts of appeals, either in civil or commercial matters.

There are two courts of appeal: One of civil matters and the other of commercial and criminal matters. Each court is composed of three members, citizens over 25 years of age, of sufficient education, having practiced law for six years, or having exercised judicial functions.

The following causes fall under the jurisdiction of the court of appeals in civil matters:

All appealed sentences of the judges of first instance in civil affairs; appeals against the resolutions of municipalities, and appeals against the use of force.

The court of appeal in commercial and criminal matters takes up—

Appeals from sentences of judges of first instance in commercial and criminal matters; appeals from sentences of the jury; appeals against decisions of the custom-house administration in regard to smuggling, etc.

The court must visit all the prisons every two months.

In cases where the court of appeals revokes sentences of judges of first instance, the matter can again be appealed to the supreme court.

All capital sentences, as well as life imprisonment, can be appealed to the supreme court.

All cases in which the validity of a treaty or law is discussed.

Removal of magistrates of courts of first instance, foremen of the jury, and courts of appeal.

In cases of misbehavior, the magistrate accused is judged by jury, composed of seven members, namely, the president of the supreme court, the two presidents of the courts of appeal, the attorney-general, and three lawyers drawn by lot.

## THE SUPREME COURT.

To be a member, it is necessary to fulfill the conditions exacted for a member of the courts of appeal, and the nomination is made by the executive, with acquiescence of the senate.

Its jurisdiction covers all sentences passed by the courts of appeals, revoking those of first instance; conflicts of jurisdiction between military and other courts, and between the judges and the executive in habeas corpus.



Sentences of the supreme court are not appealable.

The supreme court dictates the regulation of judicial procedure; must visit the prisons at least every four months; declares vacant any employment under its jurisdiction, and fills it.

The members of the supreme court can be indicted by the house of representatives, before the senate.

Its members are appointed for four years.

The state attorney represents the interest of the state before the courts of first instance and of appeals; the attorney-general before the supreme court. Both are appointed by the executive, with the consent of the supreme court, and for four years.

The State guardian of minors must be over 30 years of age and undergo the same process for appointment.

Defenders of poor and the absent must be over 25 years of age; same process for appointment.

Secretaries of courts must be citizens and notaries.

Translators, interpreters, clerks, and accountants must be examined in public by the members of the supreme court.

At the public office of registration there must be registered all titles referring to property and anything that might affect rights to land; all contracts in regard to land or houses; all sentences on successions. These registrations must contain the names of contractors, object of contract, date of the deed, extent of property, limits and adjoining rights, name of notary who passed the act, and the signature of the registrar.

Lawyers and solicitors must inscribe themselves in the special register of the supreme court. Fees are fixed by courts, but in no case can a lawyer be paid more than 25 per cent and solicitors 10 per cent of the value of the suit.

This new organization, put in practice only since the 1st of January of this year, has been giving good results. Suits formerly interminable are now quickly ended.

The supreme court is composed of three members, the court of appeal in civil matters of three members, and the criminal and commercial court of appeal of three members.

There are four civil judges of first instance; two criminal judges of first instance; one commercial judge of first instance; two correctional judges; six justices of the peace for the capital, and one hundred and six for the rest of the country.

A lawyer from any country can practice after presenting his university diploma.

#### CITIZENSHIP.

No one can become a citizen of Paraguay without written appeal to Congress. No foreigner can be eligible to the presidency or a ministership, or become a member of Congress. Any other office he can hold.

There are no trades unions here.

#### NEW TREATY WITH BRAZIL.

A new treaty is being negotiated between Paraguay and Brazil. It is not yet completed. The removal of the Brazilian Yerba Mate Company from Concepcion, a town at the north of Paraguay, to Brazil has very much crippled the business in Concepcion.

#### INDUSTRIAL PLANTS.

There are no bounties given to industrial enterprises, other than that the peons or laborers are free from military duty, which consists of frontier service, fort service, etc.; but these laborers must be under contract for a certain period in order to be exempt.

## GENERAL.

I will close this annual report by saying that Paraguay is not a country rich in certain parts and sterile in others. It is productive in all sections and no one can die of hunger here. The necessities of life can be obtained in any part of the land with little labor. In my opinion, it is the most promising country for the investment of capital south of the Gulf of Mexico.

Asuncion has a magnificent public library building, completed in the past year, with 3,319 beautifully bound volumes, all catalogued, and 2,500 books in cloth or pasteboard covering. Congress grants \$1,500 monthly to its support.

On August 1, 1899, the new law making it obligatory to be married by the civil authorities, which are to keep a record of the same, goes into effect. Formerly, the people only had the priest to marry them; but now they are compelled to take out a license.

JOHN N. RUFFIN, *Consul.*

ASUNCION, *August 1, 1899.*

## PERU.

In compliance with instructions contained in Department circular dated July 10, 1899, I submit the following report:

It has been impossible for me to obtain from the customs and other authorities of this port, or from the higher Peruvian officials in Lima, statistical information of any value whatever for so recent a period as the first half of this year.

The only data I have been able to obtain from these authorities, since my arrival here in August, 1897, is that contained in the book called "Estadística General de Aduanas Año 1897," from which I have copied all the information embodied in this report regarding imports and exports of Peru, for the years 1896 and 1897.

*Trade of Peru in 1897.*

Foreign:		
Imports .....	\$8, 227, 850. 28	
Exports .....	14, 178, 599. 65	
		\$22, 406, 449. 93
Interior:		
Coasting trade .....		9, 985, 169. 50
Total .....		32, 391, 619. 43

*Trade in 1896.*

Imports .....	\$7, 999, 852. 65	
Exports .....	9, 991, 086. 83	
		\$17, 990, 939. 48
Difference in favor of 1897 .....		4, 415, 510. 45
Or say an increase of 24 per cent .....		22, 406, 449. 93

In the exports I have not included the guano, which, according to the contract of the Peruvian Government with the bondholders, is destined to cancel the external debt of Peru.

The guano exported in 1897 was as follows:

	Tons.
To England .....	13, 229
To Habana (Cuba) .....	1, 250
To Manchester Canal .....	4, 674
<b>Total .....</b>	<b>19, 153</b>

The guano exported in the year 1896 was as follows:

	Tons.
To Antwerp .....	6, 957
To Hamburg .....	1, 229
To Ahamuel .....	2, 030
To London .....	3, 515
To Queenstown .....	810
To Ireland .....	919
<b>Total .....</b>	<b>15, 460</b>
<b>Increase in 1897 .....</b>	<b>3, 693</b>

All the guano was exported from the island of Lobos de Afuera.

The following were the imports and exports of Peru, by countries, in the year 1897:

[Value in United States gold.]

Countries.	Imports.	Exports.	Total.
Great Britain .....	\$3, 122, 210. 18	\$7, 151, 277. 84	\$10, 273, 488. 02
Germany .....	1, 398, 616. 68	1, 061, 164. 84	2, 459, 781. 52
Chile .....	551, 786. 66	2, 629, 154. 91	3, 180, 941. 57
United States .....	752, 919. 85	636, 428. 88	1, 389, 348. 73
France .....	697, 889. 10	539, 859. 61	1, 237, 748. 71
Ecuador .....	33, 335. 11	561, 858. 04	595, 193. 15
Italy .....	289, 261. 45	17, 806. 98	307, 068. 43
China .....	259, 488. 72	14, 925. 33	274, 414. 05
Belgium .....	245, 261. 21	4, 015. 20	249, 276. 41
Colombia .....	15, 635. 32	206, 652. 55	222, 287. 87
Central America .....	87, 880. 17	22, 642. 74	110, 522. 91
Spain .....	50, 284. 25	5, 468. 11	55, 752. 36
Bolivia .....	47. 98	25, 904. 14	25, 952. 12
Uruguay .....	8, 730. 03	.....	8, 730. 03
Brazil .....	1, 699. 35	4, 117. 57	5, 816. 92
Australia .....	5, 386. 78	.....	5, 386. 78
Mexico .....	302. 54	1, 312. 04	1, 614. 58
Portugal .....	379. 31	228. 50	607. 81
Argentina .....	178. 16	192. 76	370. 92
Custom-house of Iquitos, Peru a .....	857, 057. 42	1, 305, 589. 61	2, 162, 647. 03
<b>Total .....</b>	<b>8, 227, 850. 28</b>	<b>14, 178, 599. 65</b>	<b>22, 406, 449. 93</b>

a Without data as to countries.

The following were the imports and exports of Peru, by articles, in the year 1897:

[Value in United States gold.]

Articles.	Imports.	Exports.
Cotton goods .....	\$1, 615, 302. 82	\$1, 022, 731. 74
Woolen goods .....	648, 041. 88	1, 258, 723. 80
Linen goods .....	118, 011. 29	131. 61
Silk goods .....	115, 019. 53	.....
Furniture and sewed goods, etc .....	559, 013. 62	96, 743. 70
Haberdashery and various articles .....	2, 998, 690. 96	5, 751, 498. 45
Provisions and groceries .....	850, 885. 06	5, 006, 838. 80
Wines and liquors .....	204, 423. 88	36, 896. 49
Medicines .....	274, 908. 83	1, 006, 033. 02
Custom-house of Iquitos, Peru .....	854, 057. 46	.....
<b>Total .....</b>	<b>8, 227, 850. 28</b>	<b>14, 178, 599. 65</b>

*Shipping at Callao during the year 1897.*

## ARRIVAL AND DEPARTURE OF SAILING VESSELS.

Nationality.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Peruvian.....	107	28,490	112	29,075
British.....	39	46,723	776	49,033
French.....	8	4,879	8	4,879
German.....	9	11,783	9	12,234
American.....	4	8,042	5	2,988
Italian.....	1	799	2	2,148
Chilean.....	9	4,492	8	4,411
Colombian.....	8	195	4	260
Honduran.....	3	2,283	3	2,283
Swedish.....	1	642	1	642
Norwegian.....	1	553	2	1,209
Ecuadorian.....	4	1,779	4	775
Other nationalities.....			1	980
Total.....	184	108,605	194	110,922

## ARRIVAL AND DEPARTURE OF STEAMERS.

British.....	157	260,874	159	264,954
Chilean.....	105	154,986	104	153,022
German.....	42	77,258	43	87,194
American.....	3	2,226	2	1,486
French.....	1	1,100	1	1,100
Total.....	308	496,444	309	507,755

## ARRIVAL AND DEPARTURE OF VESSELS UNDER 50 TONS.

Peruvian.....	878	10,678	890	10,842
American.....	6	150	7	175
Chilean.....	8	48	1	12
Colombian.....	2	90	8	135
Total.....	889	10,966	901	11,164

## SUMMARY.

Class.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers.....	308	496,444	309	507,755
Sailing vessels.....	184	108,605	194	110,922
Vessels under 50 tons.....	889	10,966	901	11,164
Total.....	1,381	611,015	1,404	629,841

As I have already stated, complete information respecting imports and exports of Peru in 1898 is not available, but it is generally believed that the import trade last year suffered a decrease of some importance. The cause of this alleged decline has been the disturbed condition of the country.

The shipping at Callao during the year 1898 was as follows:

ARRIVAL AND DEPARTURE OF SAILING VESSELS.

Nationality.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Peruvian.....	102	25,218	105	27,100
British.....	88	40,812	80	39,096
German.....	6	6,198	7	7,197
American.....	2	1,390	3	2,210
Italian.....	5	5,522	8	5,522
Colombian.....	1	65	1	65
Guatemalas.....	4	3,044	3	2,238
Norwegian.....	4	2,968	4	3,309
Danish.....	2	1,571	2	1,280
Ecuadorian.....	5	965	5	965
Chilean.....	8	6,756	6	5,207
Total.....	172	94,009	171	94,184

ARRIVAL AND DEPARTURE OF STEAMERS.

British.....	168	258,090	170	278,318
Chilean.....	105	157,286	105	157,188
German.....	84	71,570	88	69,210
American.....	8	941	8	942
Norwegian.....	2	2,884	2	2,884
French.....	1	1,100		
Mexican.....	1	224	1	224
Total.....	314	487,085	314	508,761

ARRIVAL AND DEPARTURE OF VESSELS UNDER 50 TONS.

Peruvian.....	750	10,139	749	10,144
Chilean.....	8	147	2	49
American.....	7	175	7	175
Colombian.....	4	180	4	180
Total.....	769	10,641	762	10,548

SUMMARY.

Class.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers.....	314	487,085	314	508,761
Sailing vessels.....	172	94,009	171	94,184
Vessels under 50 tons register.....	769	10,641	762	10,548
Total.....	1,255	591,685	1,247	613,493
Total arrivals and departures in 1897.....	1,881	611,015	1,404	629,841
Decrease in 1898.....	126	19,330	157	16,348

The arrival and departure of American merchant vessels at Callao, according to the record books of this consulate, in 1897 and 1898 was as follows:

1897.

Class.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Sailing vessels.....	4	3,042	3	2,223
Vessels under 50 tons.....	6	150	7	175
Total.....	10	3,192	10	2,398

1898.

Sailing vessels .....	2	1,390	3	2,202
Vessels under 50 tons .....	7	175	7	155
Tons .....	9	1,565	10	2,357

In the arrival and departure of steamers, I do not consider the American steamship *Relay*, as she is a cable-repair vessel.

## TRADE WITH THE UNITED STATES.

For the fiscal year ending June 30, 1897, the exports to the United States from this port and the several consular agencies under my jurisdiction were \$775,455.25, gold; for the fiscal year ending June 30, 1898, they were \$817,444.55, gold; and for the fiscal year ending June 30, 1899, they amounted to \$1,813,476.44, as follows:

[Values in United States gold.]

Articles.	Value.	Articles.	Value.
Antimony.....	\$268.76	Rattany (ratania) .....	\$204.00
Books (account books of New York Life Insurance Co.) .....	30.88	Rice .....	2,215.00
Cotton .....	164,491.04	Sugar .....	1,146,661.75
Coffee .....	278.20	Silver ore .....	87,269.28
Coca leaves .....	25,636.02	Silver coins .....	509.25
Cocoa .....	416.50	Silver lead ore .....	6,677.62
Compound of silver, lead, and copper .....	113,204.34	Silver lead bars .....	1,141.12
Caoutchouc (rubber) .....	502.50	Silver sulphide .....	32,869.80
Chloride of copper .....	614.46	Skins:	
Copper ore .....	1,008.20	Chinchilla .....	300.76
Gold .....	13,208.06	Goat .....	226,423.81
Glycerin (impure) .....	666.88	Sheep .....	168.00
Molasses .....	649.55	Straw hats .....	16,129.66
Photographic plate (used) .....	550.00	Seeds, samples of .....	10.00
Oxhides .....	17,500.22	Wool .....	3,871.28
		Total .....	1,813,476.44

At no time since the year 1880, when guano was the chief article Peru exported, have the exports to the United States approximated these figures.

Our trade is gradually increasing, I am pleased to observe, but it is nothing compared with that of either England or Germany, which have full control of the traffic of this country.

Our people at home can, by examining the tables I give above, showing the arrival and departure of merchant vessels at Callao during the years 1897 and 1898, see the moderate share we have in the way of shipping to these countries, and also observe that all our trade is carried in foreign bottoms. Only six sailing vessels, with a tonnage of 4,425 tons, arrived loaded with lumber and railroad ties from the west coast of the United States. These sailed in ballast to Chilean ports to load niter. I estimate the total amount of general merchandise imported from the port of New York to Peru, via the Straits of Magellan, during said years, to be about 22,000 tons, and if to this about 5,000 tons, which is more or less what arrived via Panama, is added, it will be found that a total of 27,000 tons of our trade was carried in 1897 and 1898 in foreign bottoms.

That our trade can be largely increased with Peru and other South and Central American republics is beyond doubt, but the only way to do this, as I have already recommended, is to establish a fast line

of steamers between the west coast of the United States and the west coast of Central and South America. Reduced rates, quick transportation, and more extensive credits is what will give us, if not all, at least the lion's share of the trade of this coast.

Our merchants must also aid by sending competent traveling agents, after the manner of European merchants, with a full assortment of samples. They should also be more careful in their mode of packing. There is no use of sending catalogues to Peru.

But what the United States most requires in order to gain the trade of the west coast of Central and South America, is the building of either the Panama or Nicaragua Canal.

#### GENERAL REMARKS ABOUT PERU.

The population of Peru is about 3,000,000.

It is estimated that the revenue, as well as the expenses incurred in carrying on the administration of the country during the year 1898, amounted to \$5,926,320 gold.

The internal debt of the Republic, I am told, amounts to about \$23,790,000 gold, of which only \$13,250,000 are interest bearing, at the rate of 1 per cent per annum.

The measures adopted by the Government for the introduction of the gold standard have maintained the exchange lately at almost a fixed rate. The amount of the gold coined at the Lima mint during the year 1898 was £40,103 Peruvian. It is estimated that there is also about £150,000 deposited in the banks and in the hands of the public. It is generally believed that in a few years, all transactions will be carried on in gold coin.

The telegraphic system is being gradually extended. There are at present about 2,300 miles of wire in working order.

The principal ports and towns in Peru are in direct cable communication with Europe and the United States. There are two cable companies, the Central and South American Cable Company (American) and the West Coast Cable Company (British).

Mr. J. J. Impett, vice-president and general manager of the Central Railroad of Peru, informs me that the miles of railroad in operation in Peru number 780.

The people are beginning to realize that many imported articles can be made in the country, benefiting the consumers as well as the founders of the industries, and large factories have been established throughout the Republic during the last three or four years for the manufacture of matches, candles, soap, paints, boots and shoes, cigars and cigarettes, mineral waters, beer, cotton and woolen goods, etc.

There is no law requiring goods to be marked so as to show the country of origin or manufacture.

Commercial travelers are not required to take out any license or pay any tax.

No changes have taken place in the postal rates or in the patent, copyright, and trade-mark laws.

There are no laws of a discriminating character which affect United States trade or vessels.

The legal rate of interest is 8 per cent per annum.

The principal banks in Peru are the Banco del Peru y Londres, Banco Italiano, Banco Internacional del Peru, Banco Popular del Peru, and Caja de Ahoros.

## GENERAL REMARKS ABOUT CALLAO.

The population of Callao, according to the last census, which was taken in 1898, is 28,932. The streets are lighted by coal gas. The harbor is one of the largest and, I believe, best on the west coast of South America, affording at all times an absolutely safe anchorage. The accommodations for vessels in the Callao mole, or wharf, are unsurpassed on the west coast of South or Central America. The mole is built of stone and iron and can easily accommodate five large steamers and twelve sailing vessels at one time. It is fitted with rapidly working cranes and can discharge ships' cargoes in short time. There is also one large iron floating dock, which can take in a steamer of 2,000 tons.

Vessels entering the port of Callao pay the following dues:

Tonnage dues, 20 cents, silver (about 9 cents, gold), a ton, and 5 per cent extra.

Mole, or wharf, dues, whether cargo is discharged at wharf or not, 12 cents, silver (about 6 cents, gold).

Hospital dues, 4 cents, silver (2 cents, gold), a ton.

Light-house dues, 2 cents, silver (1 cent, gold), a ton; making, in all, about 18 cents, gold, a ton.

Tonnage dues are paid four times a year.

Good stone ballast can be procured, when required, at 2 soles and 35 cents, silver (\$1.16, gold), a ton, placed on board, in mole, and 3 soles, silver (\$1.45, gold), placed on board in open bay.

Fresh water is also supplied to vessels at 2 soles (\$1) a ton, placed on board.

The use of a pilot to enter the port of Callao is not required.

Callao has one match factory, two soap factories, one macaroni factory, one candle factory, two mineral-water factories, two iron foundries, one rice mill, two flour mills, one sugar refinery, one brewery, two distilleries, two tanneries, two saddleries, one slaughterhouse, two railway stations and shops, two banks, two hospitals, one private picture gallery, four churches, one gas works, one wheat deposit, three petroleum deposits, and five lumber and coal deposits.

The sanitary condition of the city is good.

The principal articles imported from the United States into Callao are machinery, lumber, lard, agricultural implements, staves, lubricating oils, grease, refined petroleum, sewing machines, cotton goods, paints, clocks, watches, steel bars and plates, revolvers, ornaments for coffins, tallow, electric apparatus, nails, preserves, bolts and screws, lamps, bicycles, etc.

The principal articles exported from this port to the United States are sugar, silver, lead, and copper ore and bars, cocoa leaves, goat-skins, cotton, sulphide of silver, etc.

## COMMUNICATION.

Nine lines of steamers touch regularly at this port, viz: The Gulf Line, British; the Kosmos Line, German; the Hamburg Pacific Company, from Hamburg; Messrs. Lamport & Holt, from Liverpool; the Pacific Steam Navigation Company, British; the Merchants' Line, from New York, British; the West Coast Line, from New York, British; and the established mail, passenger, and cargo lines of steamers, run-



ning exclusively between Chile, Central America, and intermediate ports, which belong to the Compañia Sud-Americana de Vapores, Chilian; and the Pacific Steam Navigation Company, British.

#### DEPARTMENT OF PIURA.

Our consular agent at Payta, Mr. Rowland East (deceased), reported as follows:

*Trade and commerce.*—The custom-house and port regulations are the same as those of all the ports of Peru, and work without friction. The port charges are moderate.

*Duties.*—These are high, but do not act in restraint of trade, the bulk of which is British.

*Agriculture.*—The principal product of the department is native, sea island, and Egyptian cotton, the bulk of which, together with the seed, is sent to Liverpool. The crop of 1898, being the seventh since the last rainy season, has been most insignificant. Another rainy season is anxiously looked forward to in the early part of this present year, statistics demonstrating that as a general rule this occurs every seventh year. The soil being of a clayish nature permits filtration, so that the moisture is retained for a sufficient length of time to foment the production of, say, four annual crops, after which they begin to diminish each year.

*Irrigation.*—Several successful attempts have been made to overcome the want of rain by adopting artificial irrigation, there being employed for this purpose centrifugal pumps of from 9 to 16 inches discharge (all of which so far have been procured from Messrs. Guyne & Co., of England); but this has been done upon a very limited scale, as it can be carried out only on lands close to the river beds, and must be confined to the periods when they contain water.

The nature of the soil is admirably adapted for the cultivation of native cotton, so highly prized on account of its quality, being better suited for mixtures with wool than any other known. What is urgently required is an extensive irrigating scheme to bring under cultivation the immense tracts of this valuable land now lying almost waste.

Some years ago, an American engineer obtained from the Government of Peru a favorable concession in order to carry out this plan, but the grant was annulled a short time since, I presume because of the lack of the necessary capital.

*Animals.*—Extensive herds of goats are maintained on the plains, which are covered with algarrobo trees and shrubs. These serve for food for the working classes, and their hides are utilized for exportation, the bulk being sent to New York, as a higher price is paid for them there than elsewhere.

At least 10,000 head of cattle per annum were formerly shipped from the interior by the port of Payta to Callao, but owing to the facilities given by the Central Railway of Lima and the higher rate of freight now charged by the steamers, the shipments from this port during the last few years have been reduced to a minimum.

*Firewood and charcoal.*—Both of these are produced in large quantities in this district, and an important coasting trade is carried on, to the extent of 8,000 tons of the former and 20,000 tons of the latter, the ports of discharge being chiefly Callao and Iquique.

*Petroleum industries.*—There are at present three companies in operation: The London Pacific (British), Faustino G. Piaggio (Italian), Compagnie Française (French), the property all being situated on the seacoast northwest of Payta. The production of the two former is about 1,000 tons of crude oil each per month; the latter, which is in its infancy, has 300 tons per month,

Formerly, the kerosene from the two former was of such a poor quality that it became a difficult matter to dispose of it. Of late, however, the quality has improved very much, and a ready market is found for it. As the oil found in this district has the nature of asphaltum, it is difficult to produce a brilliant burning kerosene; hence they have not been able, so far, to exclude that produced in the United States.

*Shipping and navigation.*—During the year 1898, no American or even British sailing vessel entered the port of Payta, the entire trade, with the exception of that in firewood, charcoal, and lumber, having been performed by the American, British, and other foreign lines of steamers, viz: The Merchants' Line (American, but under the British flag), The Pacific Steam Navigation Company (British), The Gulf Line, (British), The Lamport and Holt Line (British), The Compania Sud Americana de Vapores (Chilean), The Hamburg Line (German). As a rule, none of these steamers remain in port more than from five to six hours, and seldom more than twenty-four.

The register tonnage of those that arrived is as follows:

	Number.	Tonnage.
British .....	88	148,087
American .....	8	15,000
Chilean .....	53	80,515
German .....	8	5,684
Total .....	152	249,286

*Salt.*—A considerable amount is extracted and exported to Colombia and Ecuador.

*Straw hats.*—Panama hats are manufactured by the Indian population and exported to the West Indies in very considerable quantities, and of late a few cases have gone to New York. Few of them, however, find their way to Europe, on account of the high cost.

*Health and climate.*—Both of these are exceedingly good, and epidemics are almost unknown, owing in a great measure to the strong southeasterly winds that prevail nearly the whole year round.

*Public works.*—From Payta to Piura, the capital of the department, there exists a railway 60 miles in length, with 4 feet 8½ inch gauge, under the control of the Peruvian Corporation, Limited.

In the port are two moles, one of iron, belonging to the railway, 140 meters in length, and a wooden one belonging to private parties.

*Telegraph and telephone lines.*—The former belong to the Government, but the railway company makes use of them; the latter are under the control of a private company, which, as a rule, gives very good satisfaction in its service.

The Central and South American Telegraph Company has a cable office established in Payta, the only service that exists between this port and Callao.

*Statistics.*—None are kept by the custom-house authorities. Several efforts in this direction have been made at different periods, but with-

out favorable results. Consequently, it is difficult to obtain any correct data with regard to the value of the exports and imports; but I think the exports might be roughly estimated at, say, from \$1,500,000 to \$2,000,000 United States gold per annum, and the imports at more or less the same.

The exports to the United States during the year 1898 were as follows:

Cotton, raw .....	\$151, 705. 72
Coffee .....	323. 70
Cocoa .....	416. 50
Electric apparatus (returned) .....	101. 00
Goatskins .....	198, 780. 27
Ox hides .....	15, 219. 64
Straw hats .....	1, 666. 00
Tobacco (samples) .....	19. 00
Total, United States gold .....	368, 231. 83

Most of the imports consist of Manchester cotton goods of a cheap quality, to meet the requirements of the laboring classes, which form to a very great extent the population of the department.

American cotton goods have not been able to compete with those from England, notwithstanding repeated efforts to introduce them. Their quality and price are too high.

German goods are being imported in larger quantities than formerly on account of their cheapness. French cotton goods are almost unknown here.

Formerly, large quantities of common soap were imported from France; but of late a large number of factories have been established in the country, manufacturing an article that meets the requirements of the people.

W. B. DICKEY, *Consul*.

CALLAO, *December 8, 1899.*

*Total foreign trade of Peru in 1896 and 1897.*

[Values in United States gold.]

Countries.	1896.	1897.	Increase in 1897.	Decrease in 1897.
Great Britain .....	\$8, 089, 465. 43	\$10, 273, 488. 02	\$2, 184, 022. 59	.....
Germany .....	2, 519, 041. 67	2, 459, 781. 52	.....	\$59, 260. 13
Chile .....	2, 916, 882. 53	3, 180, 941. 57	264, 059. 04	.....
United States .....	1, 411, 734. 38	1, 369, 348. 73	.....	22, 385. 60
France .....	1, 382, 025. 14	1, 187, 248. 71	.....	244, 776. 43
Ecuador .....	840, 783. 43	536, 193. 15	244, 406. 72	.....
Italy .....	253, 768. 48	307, 068. 43	53, 299. 95	.....
China .....	814, 068. 30	274, 414. 05	.....	39, 669. 25
Belgium .....	265, 838. 87	249, 276. 41	.....	16, 562. 46
Colombia .....	276, 896. 70	222, 287. 87	.....	54, 607. 83
Central America .....	83, 566. 49	60, 522. 91	.....	23, 043. 58
Spain .....	58, 863. 04	55, 752. 36	.....	3, 110. 68
Bolivia .....	55, 256. 16	25, 952. 12	.....	29, 304. 04
Uruguay .....	246. 78	8, 730. 08	8, 483. 25	.....
Brazil .....	1, 364. 56	5, 816. 92	4, 452. 36	.....
Australia .....	6, 006. 35	5, 386. 78	.....	629. 57
Mexico .....	10, 128. 75	1, 614. 58	.....	8, 512. 17
Portugal .....	.....	607. 81	607. 81	.....
Argentina .....	134. 81	870. 92	236. 11	.....
Venezuela .....	3, 747. 44	.....	.....	3, 747. 44
Greece .....	1, 108. 22	.....	.....	1, 108. 22
Custom-house of Iquitos, Peru .....	.....	2, 162, 647. 08	2, 162, 647. 08	.....
Total .....	17, 990, 939. 48	22, 406, 449. 93	4, 922, 217. 86	506, 717. 40

## URUGUAY.

The total value of importations in 1898 was \$24,784,356, and the countries whence the goods came were:

England .....	\$6,762,793
Argentine Republic .....	3,288,714
France .....	2,637,749
Germany .....	2,311,630
Italy .....	2,279,784
Spain .....	1,977,406
United States .....	1,932,467
Brazil .....	1,872,571
Belgium .....	1,372,665
Various other countries not amounting to \$200,000 each .....	348,574

England maintains her lead in amount, and it may be well to state that all the coal, save a small quantity of American, comes from England. She also leads largely in iron and heavy articles thereof. In the lines of cloth manufactures, England has lost to other countries, especially to Germany. Our country has come in for a share of this trade. The railways, waterworks, gas works, and most of the tramways are controlled by English companies, and naturally they buy material and supplies in English markets. Practically, they are English corporations doing business in the Republic of Uruguay, with their executive offices and directors in London and only the local representatives here.

Compared with previous years, the English trade makes the following showing as percentage of the whole:

	Per cent.		Per cent.
1893 .....	32.55	1896 .....	28.51
1894 .....	33.70	1897 .....	24.82
1895 .....	31.10	1898 .....	27.77

Meanwhile, imports from the United States show a slow but steady growth. In lumber and oil, of course, there is no competitor in the field; but it is gratifying to know that there is an increased demand for many kinds of American manufactures, covering bicycles, hardware, cutlery, sewing machines—lines that call for nearly one hundred different articles which have found a market and do honor to the name of American workmen. I may add here what has been said by some of my predecessors in office: That if our houses adopt the means that have brought success to French, German, and English firms, and establish warehouses of goods, well stocked at all times, our trade would show an immense increase. But as it is done now, chiefly by orders through brokers in our wholesale centers, it will always be under a handicap compared with that of competing nations. Until we learn to adapt our methods to those successfully practiced here, we shall continue to do a small percentage of business. A comprehensive statistical statement is herewith given, showing the amounts of importations and countries of origin, as well as the export values of the products of Uruguay.

When the shipping accommodations from the United States are as good as from European countries and are freed from trusts, when our commerce receives the consideration that is given that of other lands, conditions will be more favorable for the American manufacturer. As long as foreign bottoms, controlled by foreign stockholders, fix the

rate for the American merchant, he will be at a disadvantage. Italians, Germans, French, English, and Spaniards maintain from one to two regular lines of freight and passenger ships, with a speed of from 12 to 16 knots per hour.

Up to the 15th of June, the cattle product of the River Plata slaughterhouses is given in number of head slaughtered at 1,354,600, of which 180,500 were used for meat-extract purposes and 1,174,100 for "tasajo," or "jerked beef," for the Brazilian, Cuban, and Puerto Rican markets. The figures of slaughter exceed those of 1898, but are 79 short of 1897, with prices for the years named rating about the same.

ALBERT W. SWALM, *Consul.*

MONTEVIDEO, *June 16, 1899.*

*Foreign commerce of Uruguay for the year 1898.*

Countries.	Imports, 1898.			Exports, 1898.		
	Subject to duty.	Free of duty.	Total.	Subject to duty.	Free of duty.	Total.
France .....	\$2,571,076.36	\$66,673.21	\$2,637,749.59	\$5,178,829.54	\$338,069.40	\$5,516,888.94
Germany .....	2,208,400.05	108,230.48	2,311,630.53	2,792,596.43	17,784.03	2,810,382.46
England .....	6,451,759.47	311,034.17	6,762,793.64	2,099,129.85	785,198.76	2,884,328.61
Belgium .....	1,328,908.54	43,756.92	1,372,665.46	4,885,004.07	564,277.91	5,399,281.98
Spain .....	1,981,599.66	45,806.85	1,977,406.51	216,842.04	19,440.41	236,282.45
Italy .....	2,221,602.74	58,181.57	2,279,784.31	871,056.54	206,006.22	577,062.76
United States .....	1,843,947.11	88,520.60	1,932,467.71	977,946.26	6,093.70	984,039.96
Argentine Republic .....	1,516,656.49	1,772,068.22	3,288,714.71	4,738,225.38	580,044.82	5,318,270.20
Brazil .....	1,336,342.18	536,229.40	1,872,571.58	4,972,568.07	882,785.38	5,855,348.16
Chile .....	121,836.88	2,329.49	124,166.37	207,894.82	11,065.09	218,960.20
Paraguay .....	95,725.08	11,709.00	107,434.08			
Portugal .....	13,130.49		13,130.49	114,813.31	25,821.93	140,635.24
Holland .....	3,139.90		3,139.90		29,325.84	29,325.84
Cuba .....	91,594.44		91,594.44	206,051.70	821.60	206,373.30
Mauritius .....	9,111.28		9,111.28		247.90	274.90
Falkland Islands .....					1,077.18	1,077.18
Barbados .....				176.00		176.00
West Indies (not specified) .....					163.70	163.70
Provisions for ships at the port of Montevideo .....					96,101.40	96,101.40
Total .....	21,744,830.69	3,039,529.91	24,784,360.60	26,781,131.01	3,563,785.27	30,276,916.28

*FOREIGN TRADE COMPETITION IN URUGUAY.*

Minister Finch, of Montevideo, sends the following extracts from a local newspaper, relating to trade conditions:

As regards imports, Great Britain maintains her easy supremacy. The importation of British goods to Uruguay is more than that of any two other countries, and amounts to 27.77 per cent. of the whole. The rival with which Great Britain is mostly concerned is Germany. It is an undeniable fact that in the last five or six years English wholesale commerce in this market has lost ground, while German wholesale commerce has grown enormously and is now practically at the head of the market. German firms have cropped up on every side with remarkable rapidity, sometimes from very small beginnings, but of quick growth, and have contrived to push aside or pass their competitors, until the larger part of the wholesale trade, especially in soft goods, is now in their hands.

We could instance one German firm, which opened in a small way some two or three years ago, and has already built the finest business premises in the city, employs a clerical staff of 25 (working ten to fourteen hours a day, and doing the work of forty, as is the custom of these German houses), and a turn over of something like

£120,000 (\$583,980) in the year. No English firm is doing such a business; on the contrary, they have visibly diminished both in number and importance. There is hardly a branch of wholesale trade in which the Germans have not worked themselves to the front. Houses bearing English names and established by English merchants have passed under German direction and are worked by a German staff. The only explanation which can be given is that, although German firms have so largely captured the wholesale commerce, they do not confine themselves to goods of their own nationality, as is generally the case with English firms. Many German houses doing business here—and business which was formerly done by English firms—have their headquarters in Manchester, Bradford, Sheffield, or Birmingham and deal principally, if not entirely, in goods of British manufacture. Brazil retains the first place in the export trade, which she has occupied since 1894. This is due to her being the chief market for the staple export of jerked beef. France, which was once first, and Belgium are close behind, taking hides, wool, and wheat. Argentina is a close fourth, taking all classes of products for reexportation. It is to be regretted that we can not know the destination of these, to assign them to their proper countries, but it is certainly remarkable that this little Republic should send so large a proportion of her exports to her giant neighbor, and it speaks volumes for the superior quality of her products. The proportion received by Great Britain is only 10.49 per cent in 1893, 11.82 in 1894, 15.25 in 1895, 6.52 in 1896, and only 5.99 in 1897. Germany is sixth, with almost the same figures. Her proportion in former years was 5.65 per cent in 1893, 4.34 in 1894, 5.13 in 1895, 8.16 in 1896, and 10.45 in 1897—a considerable gain in the last three years.

In regard to Uruguayan commerce with the United States, Minister Finch quotes from Mr. W. H. Denstone, editor of the *Montevideo Times*, who has published several articles on the subject, as follows:

The United States occupies fifth to seventh place on the list of nations with which Uruguay has commerce. The question suggests itself whether a commerce of such proportions is capable of any immediate important expansion, and if so, in what directions and by what means? One of the first obstacles met when extension of commerce with the United States is suggested is the want of a regular line of steamers. On the other hand, a commerce averaging \$4,000,000 yearly is not sufficient for the maintenance of a special line, if Uruguay alone is to be considered. If Argentina is to be added the case becomes different. Additional commerce is far more likely to produce its own means of transport than additional means of transport is likely of itself to produce commerce. A far more important and difficult question is that of nationality. The residents here are Italians, French, Spanish, English, Germans, and natives descended from these nationalities. Their sympathies, traditions, and associations are essentially European, as well as their commercial relations. These relations, all long established, will be disturbed with difficulty, notwithstanding the general commercial tendency to buy in the cheapest market and sell in the dearest. English goods predominate in the market, for England absorbs nearly a third of the total importation commerce. Apart from this, each house gives preference to the goods of its own nationality—a Spanish house selling Spanish wines and oils, a French house French wines and silks, a German house German soft goods, etc. At present, United States citizens form a very small proportion of the population. At the most there are only three or four firms engaged in business here, though others may take certain lines of goods from the United States. Manufacturers will make a fatal mistake if they expect to find here a market imperfectly supplied in proportion to its capacities. Their goods will have to compete with those of the foremost European manufacturers. All the older firms of the market have been established as branches or agencies of existing European houses and with European capital, which practically compels them to receive their goods from specified European firms. Taking an average for the last ten or twelve years, the import commerce of the Republic of Uruguay has been almost at a standstill. The policy of the Government since 1890 is distinctly opposed to any expansion of commerce. It does not show an increase proportionate to that of the population. In 1885, the importations were \$25,275,000 for a population of some 583,000 inhabitants, being about \$43.50 per head. In 1895, the importations were \$24,596,000 for a population of 850,000, reducing the proportion to \$30.10 per head. Whenever a new tax is imposed, commerce is made the sufferer. Not only are the taxes heavy, they are intricate and vexatious. While these taxes and the enormous customs tariff endure, any real expansion of commerce is practically impossible.

The most important item of importation from the United States has been agricultural machinery and utensils, but quite recently the Government has imposed a

on these that are almost prohibitive. A special expansion in favor of United States goods might be brought about by a commercial treaty making tariff concessions on both sides. The United States seems inclined to maintain a high protective tariff, which tends to keep out the staple products of Uruguay—wool and hides—and the Government of Uruguay, on its part, shows little inclination toward special tariff concessions for the United States.

Another article by Mr. Denstone is quoted by Consul Swalm, under date of November 17, 1899, as follows:

There is no doubt that an exceptional effort is being made at the present moment to expand the commerce between North America and the Republics of the Southern Continent. \* \* \* A similar movement was on foot in 1896, when a commission of North American manufacturing and commercial representatives visited the South American Republics with the same object in view, though we are not aware that, up to the present moment, their visit has produced any appreciable results. So far as concerns this Republic, which was one of those visited, we may certainly say that the results have been invisible.

Apropos of this visit, in June, 1896, we published a series of articles, portions of which were afterwards reproduced in the official report issued by the commission, analyzing the actual state of North American trade with Uruguay and setting forth our reasons for believing that there was no great field for expansion of that commerce. As our opinions in this respect have remained unchanged, we think it not inopportune to go over the ground again, it being understood that, although our remarks principally refer to Uruguay, they also have their application to other South American countries the commercial conditions of which are very similar.

In the first place, there seems to be a great deal of misconception still prevalent in the United States as to the "bond of sympathy" between the United States and these Republics. If any such sentimental feeling exists, it is almost entirely on the part of the United States. The sympathies, traditions, customs, ideas, associations, and connections of these Republics are essentially those of Latin Europe, from which they receive their languages and nine-tenths of their people. The share of the United States in the development and interests of these Republics has been and still is exceedingly small. Their bonds are all with Europe and practically none at all with the United States. According to the article we published last Wednesday, the United States exports to these countries are less than 10 per cent of the whole. Well, that is more than in proportion to the United States interests in these countries, and we do not see why more need be expected.

Another delusion apparently still existing to a large extent in the United States is that these Republics offer a new market to be opened. A greater mistake could not exist. So far from the market being new, in the sense of unworked, it is to be doubted if commercial competition is keener in any part of the world, for these countries draw their supplies from all Europe indiscriminately, and there are few other parts of the world where the products of so many nations, often of a similar character, are offered to the consumer side by side. The market is essentially a cosmopolitan one, the relations of many of its importing merchants extending to every country of Europe, and it is difficult to name an article with which it is not amply supplied. Such a market can not be called new in any sense of the term, and if it is new to the North Americans, it is merely because they themselves have hitherto neglected it and are now trying to enter a field which is already well worked by other competitors.

If the North Americans wish to capture the trade of these countries they should bear in mind the following three principal points:

First. That they have to compete with an ample supply of goods drawn from all manufacturing Europe and to which the people are allied by long association and national habit and sentiment.

Second. That they need not expect to make much headway with the established commercial firms in the market, whose associations and relations are essentially European and for many reasons are likely to remain so.

Third. That the existing transoceanic transport facilities, as well as the banking facilities, both of which have a powerful influence in determining commerce, are almost entirely in favor of Europe and hardly at all in that of the United States.

Taking these points into consideration, the solution of the problem will be found to be as follows:

First. Establishment of a direct and frequent line of steamers between the United States and these countries, giving freights that will compete favorably with the freights to the principal western European ports.

Second. Establishment of banks which will offer the same facilities as the banks with European connections.

Third. The opening here of branches of American manufacturing and exporting firms, which will place American goods upon the market as European goods are placed by the existing European firms.

Outside these conditions we do not believe there is any probability of an appreciable expansion of American exporting trade to this part of the world, and least of all do we believe that such expansion is at all likely to be attained by the sending of circulars, trade lists, or even of drummers (travelers), however persuasive and energetic. And even fulfilling these conditions, it will still be doubtful if any great impression can be made on a market the commercial relations of which are so firmly established, and for much powerful reasons, in a certain direction. It will remain for the North Americans themselves to decide whether the result will compensate for the effort.

Above all, they had better dismiss from their minds at once the delusion that they will find any sentimental preference for their goods in this market. If there is any sentiment in the case at all it is more likely to work in the contrary direction, for reasons we need not stop to explain just now.

Mr. Swalm adds:

The attention of those seeking enlarged trade connections with this portion of South America is earnestly called to the last three suggestions of this writer, for therein lies the future development of our trade in these countries, provided we care to seek it in the broader sense and not in lines of specialties. Until we are as independent as are our English, French, German, Spanish, and Italian commercial competitors in the three matters named we shall be seriously handicapped. The absence of all treaties with the Republic of Uruguay on the part of the United States may also be taken in view in connection with trade conditions. Any request as to the correction of customs classifications, for instance, is granted only as a courtesy. Thus the local dealers in tobacco for cigarette purposes report that the Rio Grande and Paraguay and the Virginia brands of leaf are identical in character and are used almost exclusively for that purpose, but the Virginia leaf, from its generally better condition, color, and packing, would have the preference were it not that the differential duty on the Virginia tobacco places it beyond profitable purchase. The United States should stand on an equality with its commercial competitors of Europe and South America in these matters.

The tobaccos are about equal in cost in port, but the Rio Grande (Brazil) and Paraguay leaf can be sold wholesale at \$2.70 the 10 kilos, while the Virginia leaf, to afford the same degree of profit, must be sold at about \$4.80.

#### BICYCLES.

The way in which the American bicycle has captured this market is remarkable. In 1896, 1 wheel was imported; in 1897, 2; but in 1898 the number rose to 51, while during the first nine months of 1899 the importations have reached the goodly number of 247, with orders outstanding for nearly as many more. It is conceded that the American wheels have won the market, their chief advantage being durability. French, German, and English wheels have been met and vanquished fairly. As long as the quality of the wheels imported is maintained, a gratifying increase in demand may reasonably be expected. The import duty on wheels now averages about \$9 each, being 40 per cent on a valuation of \$25. None escape the tariff.

#### SENDING UNITED STATES GOODS VIA EUROPE.

An obstacle to direct trade with the United States is found in the following conditions: Certain classes of American goods, I am told,



are sold in English and German markets and imported here at a cost less than that asked at Atlantic ports. Credits, too, are granted and full supplies guaranteed; at the same time, orders are filled twenty to ninety days sooner. Complaint is also made that when goods have been ordered from the United States, to be paid on sight drafts, the goods come four or six weeks after the draft had been received. Investigation in one case showed that the draft was paid before the goods were receipted for by the shipping agency at the Atlantic port, and when they reached here the special market was covered by others. These complaints are never made of foreign dealers to my knowledge, and the latter protect their agencies fully.

#### EXPORTS AND IMPORTS.

In the official summary of exports from the United States to the Republic of Uruguay, the following figures are given for the fiscal years named, ending June 30 of each year:

	United States invoice value.
1897.....	\$1, 213, 426
1898.....	1, 214, 248
1899.....	1, 242, 822

But the official statistics of Uruguay show these figures:

	Uruguay customs value.
1896.....	\$1, 776, 255
1897.....	1, 505, 156
1898.....	1, 932, 468

For 1899, the figures are not obtainable, save only for the first six months, which are reported at \$628,202.42, against \$691,397.15 in the first half of 1898, an apparent difference of \$63,194.73 for the period of 1899 named. The differences in value are to be accounted for, in part, in the methods used at the custom-house, where a specific valuation is put on the imports, while the data for the United States returns are gained from declared invoice values. The values given by the Uruguayan authorities are in the money standard of the Republic—\$1.0352—as against the United States dollar of 100 cents. For the three years anterior to 1896, the returns show the following:

1893.....	\$1, 107, 689
1894.....	1, 687, 848
1895.....	1, 759, 700

It will be of interest to note the percentage of the imports from the United States into Uruguay as compared with total imports.

Years.	Imports.	Per cent from the United States.	Years.	Imports.	Per cent from the United States.
1893.....	\$19, 671, 640	5. 63	1896.....	\$25, 530, 185	6. 96
1894.....	23, 800, 370	7. 09	1897.....	19, 512, 216	7. 72
1895.....	25, 386, 106	6. 93	1898.....	24, 734, 380	7. 80

This statement will not be complete unless accompanied by one showing the exports and the share of the United States therein, as follows:

Years.	Exports.	To the United States.	Per cent.	Years.	Exports.	To the United States.	Per cent.
1898 .....	\$27,681,877	\$1,481,618	5.17	1896 .....	\$30,408,084	\$1,718,618	5.64
1894 .....	33,478,511	1,900,241	5.68	1897 .....	29,312,573	2,856,792	9.84
1896 .....	32,543,644	2,057,926	9.40	1898 .....	30,276,916	1,740,432	5.76

a Free wool and hides.

b Falling off due to war with Spain, which was supposed to render shipments to the States dangerous.

The exports to the United States for the year 1898, in quantities and values, are as follows:

Kinds.	Quantities.	Value in United States gold.
Bones .....	kilos.. 3,421,261	\$54,716.70
Glue stock .....	bales.. 745	24,802.43
Dry hides .....	pieces.. 390,338	1,836,889.62
Horsehair .....	bales.. 180	127,643.94
Tasaajo (jerked beef) .....	do.. 2,800	1,571.55
Skins .....	pieces.. 5,308	18,808.52
Wool .....	bales.. 106	149,230.46
Salted tripes .....	cases.. 577	7,201.81
Ostrich feathers .....	do.. 2	129.46
Rags .....	bales.. 55	6,020.53
Liquid beef .....	cases.. 66	63.75
Whale oil and bone .....	.....	13,854.16
Total .....	.....	1,740,432.73

It is worthy of note that the imports from the United States for 1898 show an increase over 1897 in the number of articles named as well as in the amount. Thus, increases are to be noted in "other eatables," tobacco, cotton manufactures, "ready-made things," leather, farm implements, machinery in general, tools, lumber, naval stores, and the large classes included under "other materials," and "various articles" which comprise many things of common produce in the United States. The aggregate increase in the customs value over the imports of 1897 was \$427,312 Uruguayan money.

#### PORT WORKS.

The proposed port improvements in the harbor of Montevideo call for an aggregate expenditure of not less than \$12,500,000. The plans for this work have been adopted in detail, laws passed, and the duties of the contracting parties fully set forth.<sup>1</sup> It is the largest improvement contemplated in South American waters, and the authorities hope that American contractors may appear in the field, for their enterprise in other great works has been fully recognized. A tax of 1 per cent on all exports has been levied as a part of the port resources, as well as an additional special tax of 5 per cent on all imports, which taxes are considered sufficient to cover the first expenditures, and as eight years are to be allowed for the final completion of the work, it would

<sup>1</sup> See Consular Reports Nos. 228, 229, and 230: (Advance Sheets Nos. 470, 492, 516, 532, 621).

seem probable that there would be no trouble about meeting obligations. The President has named the following distinguished financial commission: Don Jacobo, A. Varela, Don José Saavedra, Don Augusto Hoffmann, Don Augusto Morales, and Dr. Eduardo Acevedo.

## RAILWAYS.

The annual report of the Central Uruguay Railway Company, Limited, for the year ended June 30, 1899, may be quoted as an index of the internal prosperity of the Republic. The transport to the interior of building material and goods in general indicates a considerable increase, and the manager avers that "the year's work shows a real improvement." A new line is being extended from San José to Colonia. The material for this work is contracted for in England, which has supplied the capital of the company. Every year more land is brought under the plow, and with agricultural development will come increased demand for implements of American make.

As already noted, the leading tramway lines of this city are about to be supplied with electric power. Many of the supplies will come from the United States, and approximate in value \$500,000. Many of the street cars now used on the horse lines are of our make.

ALBERT W. SWALM, *Consul*.

MONTEVIDEO, *November 17, 1899.*

*Exports from the port of Montevideo to the United States, year 1898, by quarters.*

Kinds.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.
Bones .....	\$28,016.46	.....	\$11,421.79	\$15,278.45	\$54,716.70
Glue stock .....	8,523.77	\$4,998.41	8,619.28	7,160.97	24,802.43
Dry hides .....	890,467.06	297,851.62	431,792.87	227,278.67	1,836,889.62
Horsehair .....	13,299.43	10,842.80	28,660.40	79,841.31	127,643.94
Ostrich feathers .....	1,571.55	.....	.....	.....	1,571.55
Tasajo .....	11,782.19	.....	.....	7,076.33	18,808.52
Skins .....	5,597.87	1,068.87	.....	589.97	7,201.21
Wool .....	147,741.32	.....	.....	1,498.14	149,230.46
Rags .....	.....	129.46	.....	.....	129.46
Salted tripes .....	.....	1,989.58	1,864.56	2,166.67	6,020.83
Whale oil and bone .....	.....	13,854.16	.....	.....	13,854.16
Carneliquida .....	.....	.....	.....	68.75	68.75
Total .....	596,922.15	890,229.80	472,858.42	340,805.25	1,740,432.63

*Imports from the United States into Uruguay.*

## I. LIQUORS IN GENERAL.

Articles.	1896.		1897.		1898.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Beer .....	liters.. 680	\$187	.....	.....	.....	.....
Brandy .....	do... 50	30	.....	.....	.....	.....
Gin .....	do... 240	88	48	87	.....	.....
Rum .....	do... 240	110	.....	.....	.....	.....
Vermuth .....	do... 50	85	.....	.....	.....	.....
Table wine .....	do... 9,249	1,122	.....	.....	.....	.....
Whisky .....	do... 1,156	464	906	893	600	\$240
Total .....	.....	1,936	.....	870	.....	240

*Imports from the United States into Uruguay—Continued.*

## II. EATABLES, CEREALS, AND SPICES.

Articles.	1896.		1897.		1898.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
<i>Candies and sweets.</i>						
Candy.....kilos..			35	\$28		
Preserves.....do..					30	\$15
<i>Spices in general.</i>						
Cinnamon.....kilos..	1,945	\$551	402	\$109	1,470	\$397
Tomato sauce.....do..					100	25
Mustard.....do..	60	15				
Total.....		566		109		422
<i>Fresh fruit.</i>						
Dates.....kilos..					124	81
<i>Vegetables and cereals.</i>						
Peas.....kilos..					30	8
Rice.....do..			2,585	233	11,998	1,079
Arrowroot.....do..	11,376	2,275	7,431	1,486	5,948	1,190
Oatmeal.....do..					1,282	128
Corn meal.....do..					5,208	521
Corn flour.....do..	471	94	416	83	1,535	207
Corn.....do..			495,510	9,910	24,402	268
Potatoes.....do..			9,600	432	35,442	11,586
Total.....		2,369		12,144		4,991
<i>Fish.</i>						
Codfish.....kilos..					2,750	413
Shrimps.....do..	1,308	195				
Oysters and lobster.....do..	11,940	3,682	9,565	2,869		
Salted fish.....do..	276	55				
Dried fish.....do..	88	18				
Sardines in oil.....do..	52	26				
Total.....		3,871		2,869		413
<i>Other eatables.</i>						
Cotton-seed oil.....kilos..	359,177	44,828	461,822	58,415	619,226	80,176
Chocolate.....do..	35	21	5	8		
Canned goods.....do..	1,541	753	782	391	12,157	3,802
Hard bread.....do..	1,230	431	967	338	1,086	330
Lard.....do..	16,880	4,726	12,165	3,406	16,276	4,558
Ham.....do..		155			111	51
Condensed milk.....do..	45	27				
Butter.....do..					264	166
Tea.....do..	460	368				
Total.....		50,725		62,553		89,133
Grand total.....		57,581		77,708		96,005

## III. TOBACCO AND CIGARS.

Cigars in boxes.....kilos..					6	\$15
Leaf tobacco, Virginia.....do..	140,302	\$49,807	88,889	\$31,378	99,296	35,250
Manufactured tobacco, Virginia.....kilos..	699	839	839	967	186	163
Chewing tobacco.....do..			68	33	161	77
Total.....		50,646		32,378		35,505

*Imports from the United States into Uruguay—Continued.*

## IV. DRY GOODS IN GENERAL.

Articles.	1896.		1897.		1898.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Sackcloth (burlap).....kilos..	9,564	\$1,361	4,980	\$690	5,800	\$612
Cloth (wool and cotton), kilos.....					112	112
Cotton flannel.....kilos..			2,558	2,298	999	899
Cotton goods.....{ do.....meters..	59,885 1,870	48,147 101	50,118 3,365	35,689 885	91,198 3,181	62,504 886
Mixed silk goods.....do.....	64	29				
Mackintosh.....do.....	763	373	240	109	108	75
Shag.....do.....	1,020	227				
Canvas.....kilos..	48,744	29,208	44,029	26,417	55,500	33,285
Sailcloth.....do.....	29,018	17,411	13,647	8,188	18,258	10,955
Shag.....meters..	15	9	960	947		
Total.....		91,861		74,723		108,978

## V. READY-MADE CLOTHING.

<i>Shoes in general.</i>						
Shoe material.....		\$549		\$577		\$1,726
<i>Linen in general.</i>						
Underwear, cotton.....dosen..	319	1,369	140	490	98	441
Underwear, wool.....do.....	40	320				
Stockings, cotton.....do.....	200	200				
Handkerchiefs, cotton.....do.....	6	2				
Linen handkerchiefs.....do.....				519		288
Total.....		1,891		1,009		729
<i>Other ready-made things.</i>						
Blankets, cotton.....kilos..	755	453			674	404
Blankets, mixed wool.....do.....	110	46				
Towels and napkins.....do.....	250	342				
Towels.....do.....			49	173		
Total.....		841		173		404
Grand total.....		3,281		1,769		2,859

## VI. MATERIALS FOR THE INDUSTRIES, AND MACHINERY.

<i>Leather.</i>						
Kid for gloves.....dozen..					7	\$35
Buffalo leather.....number..	6	\$72				
Patent leather.....do.....	81	486	12	\$72	24	144
Kip.....do.....	5	25	12	60	15	75
Kip (patent).....do.....			15	180	24	288
Total.....		583		312		542
<i>Farming implements.</i>						
Plows.....number..	6,299	57,810	2,104	16,520	5,652	66,540
Hoes.....kilos..	508	101	85	17		
Cruppers.....do.....	820	410				
Forks.....dozen..	382	1,910	174	870	514	2,570
Harrows.....number..	1	84	12	80	18	171
Rakes.....{ dozen..	89	412	47	282	26	156
Plowshares.....number..	3	60	12	120	17	213
Other implements.....dozen..	964	3,986	986	3,744		
Total.....		76,767		26,756		82,388
<i>Machinery for farming.</i>						
Tanning mills.....number..					5	820
Shellars.....do.....	2,257	8,821	417	1,107	905	3,746
Flouring mills.....do.....	13	830	5	400		

*Imports from the United States into Uruguay—Continued.*

## VI. MATERIALS FOR THE INDUSTRIES, AND MACHINERY—Continued.

Articles.	1896.		1897.		1898.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
<i>Machinery for farming—C'td.</i>						
Harvesting machines, number.....	.....	.....	11	\$460	5	\$13
Sprinkling machines, number.....	12	\$1,075	28	2,366	16	1,527
Harvesting and binding machine.....	395	25,193	301	20,720	640	56,297
Wine machines.....do....	2	97	.....	.....	.....	.....
Break machines.....do....	12	96	33	194	27	216
Sawing machines.....do....	.....	.....	8	180	.....	.....
Other machines.....	.....	12	.....	.....	.....	258
Total.....	.....	35,624	.....	25,406	.....	62,377
<i>Farming chemicals.</i>						
Sulphate of copper.....kilos..	33,421	6,684	23,896	4,697	17,314	3,468
Other chemicals.....	.....	12	.....	.....	.....	.....
Total.....	.....	6,696	.....	4,697	.....	3,468
<i>Tools.</i>						
Hatchets and axes.....dozen..	426	3,908	266	2,604	506	4,785
Shovels.....do.....	22	160	137	685	243	1,456
Pikes.....kilos.....	450	185	1,510	453	70	21
Other implements.....	.....	3,618	.....	354	.....	4,233
Total.....	.....	7,821	.....	4,096	.....	10,495
<i>Machines.</i>						
Wood working.....number.....	2	305	1	100	2	1,900
Sewing.....do.....	652	9,494	304	4,348	896	11,201
Bundling.....do.....	1	50	.....	.....	.....	.....
Blacksmith's.....do.....	2	87	1	50	.....	.....
Tin rollers.....do.....	47	876	.....	.....	41	894
Liquener's.....do.....	2	265	.....	.....	.....	.....
Lithographic.....do.....	.....	.....	.....	.....	1	30
Sugar refining.....do.....	1	180	.....	.....	.....	.....
Cigarette making.....do.....	.....	.....	2	665	1	200
Broom making.....do.....	1	15	1	5	.....	.....
Butter making.....do.....	.....	.....	12	48	.....	.....
Candle making.....do.....	2	255	.....	.....	.....	.....
Steam engines.....do.....	.....	.....	1	400	3	1,000
Windmills.....do.....	.....	.....	7	400	36	1,851
Other machines.....	.....	1,845	.....	80	.....	1,623
Total.....	.....	12,822	.....	6,096	.....	18,199
<i>Thread and twine.</i>						
Twine.....kilos.....	998	205	784	517	1,178	1,060
Sewing thread.....do.....	77	108	.....	.....	.....	.....
Twine for harvesting machines.....dozen.....	.....	.....	60	38	.....	.....
Twine for harvesting machines.....kilos.....	469,791	150,333	375,267	120,065	349,964	111,989
Total.....	.....	150,646	.....	120,640	.....	113,049
<i>Lumber.</i>						
Cedar, walnut, and oak, cubic meters.....	22,257	20,265	.....	.....	.....	.....
Walnut planks, cubic meters.....	.....	.....	.....	.....	2,620	305
Sleepers.....number.....	.....	.....	5,211	5,211	.....	82
Pegs.....do.....	.....	.....	.....	.....	315	.....
Hard wood (various kinds), cubic meters.....	65,112	38,843	.....	.....	.....	.....
Carved wood.....	.....	134	.....	.....	.....	.....
Molded wood, cubic meters.....	.....	.....	.....	.....	.....	306
Walnut.....do.....	.....	.....	14,806	14,362	16,463	15,969
Pickets.....number.....	845,718	14,896	676,009	27,040	583,817	23,337
Pine lumber.....cubic meters.....	1,867,828	545,054	1,549,508	451,188	1,698,619	494,614
Fencing poles.....number.....	8,538	2,561	.....	.....	3,300	990
Boards and planks, cubic meters.....	.....	.....	30,723	17,881	14,943	8,697
Total.....	.....	621,755	.....	515,682	.....	544,250

## Imports from the United States into Uruguay—Continued.

## VI. MATERIALS FOR THE INDUSTRIES, AND MACHINERY—Continued.

Articles.	1896.		1897.		1898.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
<i>Naval articles.</i>						
Cotton flocks.....kilos.	1,099	\$154	2,216	\$810	776	\$109
Tar.....do.	2,062,084	41,292				
Wire rope.....kilos.			710	110		
Hemp and Manila rope, kilos.			89,482	7,781	54,643	10,458
Rope in general.....kilos.	45,081	9,082				
Oakum.....do.	7,144	857	6,460	790	3,923	471
Rubber planks.....do.			242	290		
Machinery and boilers for ships.....		1,800				
Oars.....		762		339		541
Various articles.....		278		676		2,040
Total.....		54,175		10,297		13,714
<i>Other materials and machinery.</i>						
Sewing machine parts.....				80		428
Other machine parts.....				5,643		4,088
Linseed oil.....kilos.	5,280	789			640	90
Lubricating oil.....liters.	28,727	8,453			94,898	9,758
Acids in general.....kilos.	1,092	568	44,649	5,804	1,231	1,773
Turpentine.....liters.	1,688	48	724	849		23
Fencing wire.....kilos.	121,862	16,650			147,640	20,256
Other wire.....do.	17,560	1,404	58,862	7,402	496,441	34,401
Starch.....do.			142,900	9,206	2,681	298
Prussian blue.....do.	4,686	516			9,907	1,090
Raw sugar.....do.			8,818	420	8,000	320
Sulphur.....do.	22,100	1,768			13,280	411
Tiles (adobe and Portland), mls.	15	153			7,500	600
Tiles (adobe).....No.			12,547	967		
Varnish.....kilos.	4,040	1,778	8,000	82	12,000	122
Blacking.....dozen.	4,376	1,088	2,272	1,000	3,885	1,709
Paper bags.....kilos.	5,245	1,142	1,240	547	1,850	840
Bronze.....do.			2,645	506	3,885	650
Bulones.....do.					400	200
Card-board boxes.....do.					79	10
Knockdown boxes (cub. m.)	9,235	2,770	30	8	4,598	1,368
Galvanized iron pipes.....No.			12,555	3,769	24,055	4,811
Iron pipes.....kilos.					18,887	890
Iron and lead pipes.....do.			21,345	1,620	12,148	1,215
Rubber pipes.....do.	11,865	1,188			245	294
Coal.....do.	2,995,792	29,968	8,757,436	37,674	2,521,066	25,211
Hand trucks.....No.	174	708	18	79	219	858
Wagons.....do.	52	1,247	20	449	29	726
Carriages (parts for).....		182		102		200
Card board.....kilos.					4,220	317
Staves.....		1,269		100		80
Nails (large).....kilos.					5,900	374
Tacks.....do.			927	180	6,806	968
Nails, all kinds.....do.			6,750	607	2,778	752
Dynamite.....do.					6,900	5,620
Sheep dip.....do.	24,622	7,887	30,740	9,222	66,145	19,844
Stearine and paraffine.....do.	105	18				
Hoops.....do.					860	89
Flasks.....		708		752		369
Photography articles.....		7		99		30
Gasoline.....liters.	20,102	1,271	5,180	826	2,926	184
Galvanized iron for roofing, kilos.			1,020	72	12,086	846
Iron bars and planks.....kilos.	7,620	1,843			5,300	291
Galvanized iron and planks, kilos.					18,223	1,443
Tin plate.....kilos.	6,840	684	1,580	158	8,890	883
Willow for chair seats.....do.					40	82
Looking-glasses.....						145
Silver plate.....			8,925	2,678	220	90
Wicks.....	9,180	8,675	2,402	961	4,286	1,714
Straw for brushes.....					1,843	363
Sandpaper.....kilos.	10,527	2,708	10,598	2,119	14,795	2,965
Printing paper.....do.	18,790	2,631	6,580	921		
Wall paper.....do.	120	78			2,195	790
Paint.....do.	12,456	1,516	6,060	786	2,856	519

*Imports from the United States into Uruguay—Continued.*

## VI. MATERIALS FOR THE INDUSTRIES, AND MACHINERY—Continued.

Articles.	1896.		1897.		1898.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
<i>Other materials and machinery—Continued.</i>						
Twine and light rope.....kilos..	10,071	\$6,396	4,817	\$3,408	5,590	\$4,501
Potassium.....do.....	1,415	127				
Carriage springs.....do.....	290	58				
Tar.....do.....			1,340,801	26,818	2,238,088	44,661
Grape plants.....No.....	50,000	500				
Seeds.....do.....						10
Siphon bottles.....dozen.....	25	115				
Soda.....kilos.....	6,980	279				
Talc.....do.....					43,650	1,309
Corks.....do.....	29	20				
Portland cement.....do.....					149,650	2,394
Roman cement.....do.....					7,880	126
Portland and Roman cement.....kilos.....	63,855	1,022	38,425	615		
Shears (sheep).....dozen.....					468	2,340
Printers' ink.....kilos.....			3,720	911	2,868	572
Types.....do.....	149	89	35	21	98	59
Screws and nuts.....do.....			640	80		
Printing sundries.....do.....				568		590
Plaster of paris.....kilos.....	214,726	8,221	271,896	4,071	144,234	2,168
Jute.....do.....					18,370	2,021
Various articles and materials free from duty.....		14,056		12,195		58,150
Total.....		112,776		148,683		264,983
Grand totals for No. VI.....		1,079,685		867,647		1,118,465

## VII. VARIOUS ARTICLES.

<i>Musical instruments.</i>						
Harmoniums.....No.....	6	\$270			5	\$166
Organs.....do.....	1	20				
Pianos.....do.....	1	200			8	600
Other instruments.....do.....		130				164
Total.....		620				980
<i>Other articles.</i>						
Soda and mineral water, dozen.....			50	\$96	50	115
Scientific apparatus.....		401		249		88
Armory (articles).....		511		841		46
Harness.....No.....					2	70
Stationery.....		2,268		3,067		2,914
Scales (large).....kilos.....	37,758	2,428	20,107	1,907	29,992	1,881
Scales (small).....No.....	857	2,066	118	494	261	1,158
Trunks.....do.....			2	14		
Bicycles.....do.....	1	45	2	45	51	1,276
Safes.....kilos.....					2,087	407
Carbines.....number.....	50	500	244	2,410	96	948
Carriages.....do.....	1	80	4	205	11	1,080
Brushes.....dozen.....					62	62
Cooking stoves.....kilos.....	3,715	552	896	129	550	79
Firecrackers.....boxes.....			3,665	4,081	1,008	1,109
Candy.....						40
Glass and glassware.....		3,260		2,049		
Drugs.....		25,979		17,826		25,087
Shotguns.....number.....			6	40		
Matting.....meters.....	648	117			288	52
Fancy boxes.....dozen.....		84			2	5
Iron heating stoves.....kilos.....	169	816	568	114		
Druggists' sundries.....				437		511
Hardware.....		32,872		14,411		17,220
Rifles.....number.....			8	30	1	10
Surgical instruments.....						10
Jewels and stones.....				59		132
Kerosene oil.....liters.....	8,115,580	377,019	8,210,678	382,289	10,145,666	472,382
Blank books.....kilos.....	282	147			850	196
Printed books (bound).....do.....	475	285	18	11	567	852
Printed books (unbound).....kilos.....						
Total.....	2,660	957	3,161	1,138	2,710	976



*Imports from the United States into Uruguay—Continued.*

## VII. VARIOUS ARTICLES—Continued.

Articles.	1896.		1897.		1898.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
China .....		\$56		\$15		
Haberdasher goods .....		4,232		3,196		\$3,115
Silver-plate ware .....				925		3,242
Furniture .....		12,651		2,885		8,040
Playing cards.....gross.....	10	80	6	43		
Ornaments for undertakers.....				1,082		2,315
White paper.....kilos.....	10	3				
Wrapping paper (fine).do.....	2,868	459	1,852	296	1,169	187
Wrapping paper in general.....kilos.....					1,400	222
Printed paper.....						4
Perfumery in general.....		4,385		3,242		4,687
Pistols.....pairs.....		10	1	16	11	88
Plants.....		75				29
Watchmakers' sundries.....						
Watches (copper and silver plate).....number.....	200	200	75	311	332	1,467
Clocks.....do.....	1,982	7,006	543	2,198	10,068	4,834
Gold watches.....do.....			12	860	137	4,110
Silver watches.....do.....					21	158
Revolvers.....do.....	387	2,106	504	2,772	619	3,404
Envelopes.....kilos.....					15	7
Saddlery (sundries).....			333	98	657	189
Ammunition.....number.....	248,000	2,404	492,700	5,918	265,700	3,214
Glassware (cheap).....		976				3,499
Various articles not classified.....		3,642		1,603		2,376
Various articles free of duty.....		2,633		5,194		2,683
Total.....		490,715		460,576		575,486
Grand totals for No. VII.....		491,335		460,576		576,416

## SUMMARY.

Classification.	1896.	1897.	1898.
I. Liquors in general.....	\$1,936	\$370	\$240
II. Estates, cereals, and spices.....	57,531	77,703	95,006
III. Tobacco and cigars.....	50,646	32,378	35,506
IV. Dry goods in general.....	91,861	74,723	108,978
V. Ready-made clothing.....	3,218	1,759	2,859
VI. Materials for industries and machinery.....	1,079,665	867,647	1,113,465
VII. Various articles.....	491,335	460,576	576,416
Total.....	1,776,255	1,505,156	1,982,468

## REVIEW OF URUGUAYAN TRADE.

*Official value of imports and exports for the period dating from the year 1890 to 1898.*

Years.	Imports.	Exports.	Total.
1890.....	\$32,364,627	\$29,085,519	\$61,450,146
1891.....	18,973,420	26,998,270	45,976,690
1892.....	18,404,296	25,951,819	44,356,115
1893.....	19,671,640	27,681,373	47,353,013
1894.....	23,800,370	33,479,511	57,279,881
1895.....	25,886,106	32,543,644	57,929,750
1896.....	26,530,185	30,403,084	55,933,269
1897.....	19,512,216	29,319,673	48,831,789
1898.....	24,784,861	30,276,916	55,061,777

*Countries in which imports originated, with official value, for the years 1894, 1895, 1896, 1897, and 1898.*

Countries.	1894.	1895.	1896.	1897.	1898.*
England.....	\$5,020,919	\$7,890,220	\$7,277,372	\$4,843,937	\$6,762,794
France.....	2,586,889	2,581,832	2,489,784	1,969,204	2,637,750
Brazil.....	1,943,852	2,218,487	1,444,901	1,620,627	1,872,572
Spain.....	1,920,396	2,031,049	1,959,374	1,689,333	1,977,407
Italy.....	2,100,656	2,178,931	2,283,357	1,696,561	2,279,784
United States.....	1,687,848	1,759,700	1,776,255	1,505,156	1,932,468
Germany.....	2,699,809	2,968,293	2,750,292	1,828,556	2,311,631
Belgium.....	1,284,124	1,306,862	1,711,026	1,123,636	1,372,665
Cuba.....	224,204	214,008	142,447	93,523	91,594
Argentina.....	1,809,952	2,240,482	3,523,764	2,960,657	3,288,715
Chile.....	98,003	57,821	67,227	85,701	124,166
Netherlands.....	3,091	2,975	8,413	4,336	8,140
Paraguay.....	45,430	61,458	77,343	93,376	107,434
Portugal.....	14,415	14,614	18,630	17,613	13,130
India, China, and Japan.....	474	174			
Switzerland.....	8				
Mauritius.....					9,111
Total.....	23,800,370	25,386,106	25,530,185	19,512,216	24,784,361

*Percentage calculated for each country from which importations were received.*

Countries.	1894.	1895.	1896.	1897.	1898.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
England.....	33.70	31.03	28.51	24.82	27.29
France.....	10.03	9.38	9.75	10.04	10.64
Brazil.....	8.17	8.74	5.66	8.31	7.55
Spain.....	8.17	8.00	7.68	8.66	7.98
Italy.....	8.82	8.58	8.95	8.70	9.20
United States.....	7.09	6.93	6.96	7.72	7.90
Germany.....	11.35	11.69	10.77	9.37	9.33
Belgium.....	5.40	5.39	6.70	5.76	5.54
Cuba.....	0.94	0.84	0.56	0.48	0.37
Argentina.....	5176	8.83	13.80	15.12	13.27
Chile.....	0.41	0.23	0.26	0.44	0.50
Netherlands.....	0.01	0.01	0.03	0.02	0.01
Paraguay.....	0.19	0.24	0.30	0.47	0.43
Portugal.....	0.06	0.06	0.07	0.09	0.05
Mauritius.....					0.04
Total.....	100.00	100.00	100.00	100.00	100.00

*Official values of the exportations of Uruguay to the countries named.*

Countries.	1894.	1895.	1896.	1897.	1898.
England.....	\$3,966,684	\$4,949,787	\$1,963,264	\$1,754,996	\$2,884,829
France.....	5,425,980	5,880,220	5,040,443	4,970,588	5,516,889
Brazil.....	8,086,124	6,882,077	7,243,084	5,989,256	5,555,348
Belgium.....	4,407,861	4,868,407	5,377,848	4,982,186	5,399,282
United States.....	1,900,241	3,057,926	1,713,613	2,886,792	α 984,040
Cuba.....	283,937	203,326	14,437	107,600	208,373
Spain.....	871,297	298,454	677,587	896,799	286,282
Italy.....	560,351	695,193	477,166	721,243	577,063
Germany.....	1,452,607	1,670,376	2,479,918	3,064,858	2,610,838
Argentina.....	5,990,008	4,076,481	4,896,172	4,015,771	5,313,270
Chile.....	167,930	284,362	214,598	223,367	213,980
Paraguay.....	.....	.....	558	.....	.....
Austria-Hungary.....	2,050	.....	.....	600	.....
Denmark.....	11,528	.....	.....	.....	.....
India, China, and Japan.....	450	100	.....	160	.....
Venezuela.....	.....	7,768	.....	.....	.....
Peru.....	9,312	210	.....	.....	.....
Portugal.....	238,636	115,965	143,287	161,710	140,635
Malvinas.....	1,083	3,691	2,050	1,811	1,077
Canaries.....	8,277	3,994	8,204	551	.....
Antilles.....	21,378	4,916	6,638	1,817	164
Cape Colony.....	.....	4,191	13,956	.....	.....
Netherlands.....	.....	.....	.....	.....	29,526
Mauritius.....	.....	100	2,239	5,696	248
Barbados.....	5,081	.....	240	1,176	176
Australia.....	810	550	720	.....	.....
Other.....	123,543	90,655	108,117	83,153	96,101
Total.....	33,479,511	32,543,644	30,403,084	29,319,573	30,276,916

α Consular invoices show the value of exports to the United States in 1896 to have been \$1,740,432 United States gold.

*Official allotment of percentages of the exportations of Uruguay for same period, 1894 to 1898.*

Countries.	1894.	1895.	1896.	1897.	1898.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
England.....	11.82	15.25	6.52	5.99	9.52
France.....	16.21	17.92	16.58	16.96	18.22
Brazil.....	24.00	21.18	23.82	20.26	19.34
Belgium.....	13.17	18.41	17.69	16.99	17.88
United States.....	5.68	9.40	5.64	9.84	3.25
Cuba.....	0.85	0.63	0.06	0.86	0.69
Spain.....	2.60	0.92	2.23	1.35	0.78
Italy.....	1.68	2.02	1.57	2.45	1.90
Germany.....	4.34	5.13	8.16	10.45	9.28
Argentina.....	17.89	12.58	16.10	13.69	17.56
Chile.....	0.50	0.88	0.70	0.76	0.76
Cape Colony.....	.....	0.02	0.06	.....	.....
Austria-Hungary.....	.....	.....	.....	0.01	.....
Denmark.....	0.04	.....	.....	.....	.....
Portugal.....	0.70	0.86	0.47	0.55	0.46
Netherlands.....	.....	.....	.....	.....	0.09
Peru.....	0.08	.....	.....	.....	.....
Malvinas.....	.....	0.01	0.01	0.01	.....
Canaries.....	0.08	.....	.....	.....	.....
India, China, and Japan.....	.....	.....	.....	0.01	.....
Antilles.....	0.07	0.02	0.02	0.01	.....
Venezuela.....	.....	0.03	.....	.....	.....
Mauritius.....	.....	.....	0.01	0.01	.....
Barbados.....	0.02	.....	.....	0.01	.....
Other.....	0.37	0.28	0.85	0.28	0.32
Total.....	100.00	100.00	100.00	100.00	100.00

*General résumé showing the several classifications of the imports into Uruguay for the year 1898, compared with 1896 and 1897.*

Classification.	1896.	1897.	1898.
I. Liquors in general .....	\$2,922,365	\$2,496,832	\$2,666,358
II. Estates, cereals, and spices .....	4,119,121	4,373,280	4,475,356
III. Tobacco and cigars .....	250,723	184,728	212,390
IV. Dry goods, all kinds .....	4,704,800	3,359,980	4,736,111
V. Ready-made clothing and other ready-made things .....	1,446,237	974,124	1,617,244
VI. Materials for the industry .....	6,613,786	5,058,497	6,282,109
VII. Various articles .....	3,482,180	2,074,599	2,700,940
VIII. Live stock .....	1,990,973	990,736	2,093,851
Total .....	25,580,185	19,512,216	24,784,871
Diminution in 1897 as compared with 1896 .....		6,017,969	
Increase in 1898 as compared with 1897 .....			5,272,145

*General résumé showing the several classifications of the exports of Uruguay for the year 1898, compared with years 1896 and 1897.*

Classification.	1896.	1897.	1898.
I. Live stock .....	\$1,490,528	\$781,778	\$336,926
II. Cattle products .....	26,418,596	26,684,675	26,243,597
III. Agricultural products .....	2,018,965	1,202,674	3,315,543
IV. Other products .....	852,866	354,968	279,811
V. Various articles .....	18,992	12,435	4,938
VI. Ship's stores, provisions, etc. ....	108,117	83,153	96,101
Total .....	30,408,064	29,319,673	30,276,916
Diminution in 1897 as compared with 1896 .....		1,088,511	
Increase in 1898 as compared with 1897 .....			957,843

### BRAZILIAN AND RIVER PLATE COMMERCE.

Minister Finch sends from Montevideo, August 5, 1899, a newspaper clipping as follows:

A Buenos Ayres contemporary publishes in its last number a statistical article tending to show the importance of an exchange of Argentine-Brazilian products and the facility with which that tie might be strengthened by means of a treaty or international convention that would stipulate reciprocal transactions.

The contemporary says, among other things:

Coffee, yerba, tobacco, and other tropical products find in the Plate an easy and remunerative market; as live stock, wheat, maize, flour, jerked beef, hay, etc., will find in Brazil a valuable demand and quick sale. In 1897, we imported from Brazil in value \$4,761,505 gold (value declared); and in 1898, \$5,012,115 gold (value declared); and we have exported in value \$8,685,187 gold in the first, and \$7,916,301 gold in the second.

The Brazilian importations have increased, then, while the Argentine exportations have diminished in the last year. The importations are as follows (gold value):

Articles.	1897.	1898.
Paranagua yerba .....	\$2,392,362	\$1,948,518
Coffee .....	1,077,365	1,419,442
Tobacco .....	480,278	410,280

*Exports.*

Articles.	1897.	1898.
Flour .....	\$2, 336, 396	\$1, 524, 004
Wheat .....	1, 960, 069	224, 330
Jerked beef .....	1, 705, 969	1, 365, 492
Maize .....	1, 289, 765	506, 244
Live stock .....	603, 918	1, 379, 632
Suet and grease .....	329, 899	446, 688
Hay .....	812, 518	364, 818

These figures, at the same time, while they reveal the importance of our commercial interchange, show gains and losses worthy of study, but, above all, they prove that we can, by reciprocal stipulations and by mutual concessions, increase our commercial relations with Brazil and bring closer together interests of high national importance which will be fruitful in South American politics.

The relations that we have with Brazil for articles very similar to those from Argentina are also of great importance, and by the same way as the one indicated by our contemporary might be increased considerably.

The importation from Brazil to Argentina during the year 1897 reached \$4,761,505. The same to our country amounted to \$1,620,627. The exportations from Argentina to Brazil were \$8,685,187; from Uruguay, \$7,559,883.

The greater consumption of Brazilian articles in Argentina than in Uruguay is explained by the greater population of Argentina; but respecting the importance of the exportations of both States of the Plate, the difference of a million and odd dollars in favor of Argentina results in favor of Uruguay, if we take into account the greater development of cattle raising, agriculture, and industry of our neighbors of the Plate.

Classifying these exportations, we can make the following comparison relating to the year 1897:

*Articles imported to the Brazilian market.*

Articles.	From Argentina.	From Uruguay.
Flour .....	\$2, 336, 396	\$607, 128
Wheat .....	1, 960, 069	96, 166
Jerked beef .....	1, 705, 969	3, 799, 789
Maize .....	1, 289, 765	8, 138
Live stock .....	603, 918	709, 183
Suet and grease .....	329, 899	246, 339
Hay .....	812, 518	1, 726

As the details of our exterior commerce for 1898 have not yet been published, we can not make the same comparison with the data of said year in these articles, but we can do so with the general sums of importation and exportation, as follows:

*General importation:*

From Brazil to Argentina .....	\$5, 012, 115
From Brazil to Uruguay .....	1, 872, 571

Difference in favor of Argentina .....	3, 139, 544
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*General exportation:*

From Argentina to Brazil .....	7, 916, 301
From Uruguay to Brazil .....	5, 855, 348

Difference in favor of Argentina .....	2, 060, 953
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## VENEZUELA.

## LA GUAYRA.

In compliance with instructions contained in Department circular dated July 10, 1899, I submit the following report of the commerce and industries for this consular district for the year ending June 30, 1899. It is impossible to secure complete statistical data from official sources, as they have not yet been published by the Venezuelan Government for so recent a period; however, I believe that with information sent to the Department in former reports a fair estimate of this country's commerce can be obtained.

## IMPORTS.

The following table of imports of merchandise through this port for the six months ending June 30, 1899, shows that the total amount was 20,892,284 kilograms (46,059,123 pounds), from the following countries:

Countries.	Kilograms.	Pounds.
United States .....	7,768,888	17,126,177
Great Britain .....	5,556,922	12,250,790
Germany .....	8,428,268	7,557,949
France .....	1,446,438	3,188,806
Holland .....	1,137,170	2,507,006
Spain .....	782,398	1,724,864
Italy .....	768,020	1,693,177
Colombia .....	4,700	10,362

This table also shows that the United States leads other countries in sales of merchandise consisting of flour, hams, lard, butter, spices, kerosene, marble and lumber, paper, caustic, potash and rosin, barbed wire, salt meats, crackers and biscuits, and iron machines. Great Britain is first in coal and cement, hardware, agricultural tools, artisans' tools, iron (crude), sewing thread, bleached cotton and passementerie, cotton cloths, and tin plate. Germany has most of the trade in stationery, rice, cigarettes, cigars and tobacco, beer, drugs and medicines, crockery and glassware, cheeses, and candles. France leads in fancy goods, hosiery and underwear, cereals, preserves, candies and sweets, perfumery, silk (woven and other), and woolen cloths. Italy has the first place in olive oil, olives, and pickles. Holland leads in stearin. Spain leads in printed books and wine.

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*Merchandise imported from various countries through the custom-house at La Guayra for the first six months of the year ending June 30, 1899.*

Articles.	United States.	France.	Germany.	Great Britain.	Italy.
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>
Fancy goods.....	3,909	5,660	1,663	.....	1,891
Stationery.....	22,810	17,466	26,893	8,378	4,277
Hosiery, underwear, etc.....	4,712	22,904	20,644	11,595	8,434
Olive oil.....	.....	37,616	4,421	2,350	123,670
Olives, pickles, etc.....	.....	5,102	.....	3,258	13,739
Rice in grain.....	14,007	7,671	640,512	24,867	9,864
Barbed wire and staples.....	96,634	.....	.....	4,821	.....
Cereals.....	135,330	249,093	107,351	36,817	60,043
Preserves (alimentary).....	45,911	114,620	66,577	35,567	47,058
Cigarettes, cigars, and tobacco.....	67,365	77,602	647,673	.....	19,430
Salt meats.....	29,679	.....	2,414	.....	6,780
Beer.....	10,262	6,676	131,850	20,661	.....
Mineral, coal, and cement.....	857,262	.....	647,673	3,808,513	.....
Drugs and medicines.....	120,896	40,563	163,251	22,956	17,968
Candies and sweets.....	23,965	48,656	17,694	7,527	6,935
Baggage.....	5,680	3,404	7,129	.....	4,236
Spices.....	17,404	9,021	13,834	9,620	15,265
Stearin.....	1,710	9,583	2,080	103,584	544
Hardware.....	76,817	43,350	90,698	97,813	4,698
Crackers, biscuits.....	45,575	29,529	18,913	11,851	.....
Agricultural tools.....	9,217	9,433	11,734	39,246	.....
Artisans' tools.....	41,450	4,537	28,829	63,167	2,540
Iron machines.....	85,939	690	89,727	74,777	606
Iron (crude).....	4,028	8,990	5,666	96,847	.....
Sewing thread.....	401	3,093	3,892	25,668	.....
Flour.....	2,751,965	8,863	.....	.....	1,600
Hams.....	79,127	.....	172	1,095	382
Kerosene.....	980,121	949	.....	.....	921
Printed books.....	1,374	1,472	2,323	1,890	1,591
Crockery and glassware.....	6,119	15,198	73,820	5,229	3,630
Lard.....	1,045,080	.....	.....	.....	.....
Butter.....	79,804	6,613	78,171	.....	2,816
Bleached cotton and passementerie.....	26,627	25,023	33,926	351,685	724
Marble and lumber.....	214,486	47,068	40,310	.....	33,663
Gold coin.....	68	259	.....	165	.....
Paper (all kinds).....	108,671	12,528	97,666	22,828	18,867
Caustic, potash, and rosin.....	503,223	103,193	64,950	111,606	.....
Perfumery.....	4,747	33,862	20,698	2,822	37
Cheese (all kinds).....	14	10,745	36,922	360	5,780
Silk (woven and other).....	468	10,987	2,725	138	774
Cotton cloths.....	221,026	12,819	119,018	509,866	24,841
Woolen cloths.....	401	26,757	3,527	11,773	1,531
Various articles.....	6,778	2,585	1,770	3,904	4,082
Wines and liquors.....	1,617	358,229	59,845	11,543	319,419
Glass (various).....	15,505	14,044	37,718	11,100	.....
Candles (stearin and tallow).....	826	.....	864	217	.....
Tin plate.....	.....	.....	435	813	.....
Total.....	7,768,333	1,446,433	3,423,263	5,556,922	768,020
Equivalent in pounds.....	17,126,177	3,188,806	7,557,949	12,250,790	1,693,177

Articles.	Holland.	Spain.	Colombia.	Total.	
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Pounds.</i>
Fancy goods.....	3,486	.....	.....	16,559	36,506
Stationery.....	1,240	1,277	.....	82,341	181,529
Hosiery, underwear, etc.....	2,149	8,445	.....	78,883	173,906
Olive oil.....	.....	47,577	.....	215,634	475,387
Olives, pickles, etc.....	.....	10,935	.....	33,034	72,827
Rice in grain.....	19,614	7,210	.....	723,745	1,595,568
Barb wire and staples.....	.....	.....	.....	101,455	223,668
Cereals.....	.....	24,441	.....	613,076	1,351,585
Preserves (alimentary).....	14,705	42,935	.....	367,368	809,899
Cigarettes, cigars, and tobacco.....	.....	16,965	.....	829,055	1,827,735
Salt meats.....	.....	663	.....	39,526	87,359
Beer.....	.....	.....	.....	169,449	373,567
Mineral, coal, and cement.....	500,000	16,000	.....	5,829,255	12,851,175
Drugs and medicines.....	1,381	5,326	618	373,010	822,388
Candies and sweets.....	870	17,241	.....	122,188	269,376
Baggage.....	.....	7,618	1,897	29,964	66,059
Spices.....	.....	22,386	.....	87,530	192,968
Stearin.....	410,387	.....	.....	527,758	1,163,495
Hardware.....	7,355	309	.....	321,040	707,765
Crackers, biscuits.....	.....	120	.....	106,988	233,661
Agricultural tools.....	2,441	.....	.....	72,071	158,889
Artisans' tools.....	1,637	.....	.....	142,160	313,406
Iron machines.....	8,719	.....	.....	260,457	574,204

*Merchandise imported from various countries through the custom-house at La Guayra for the first six months of the year ending June 30, 1899—Continued.*

Articles.	Holland.	Spain.	Colombia.	Total.	
	Kilos.	Kilos.	Kilos.	Kilos.	Pounds.
Iron (crude).....				115,531	254,700
Sewing thread.....		1,835		34,889	76,916
Flour.....				2,762,428	6,090,049
Hams.....		137		80,913	180,427
Kerosene.....				981,991	2,164,897
Printed books.....	1,609	2,671		12,830	28,235
Crockery and glassware.....	2,745	4,260		111,001	244,713
Lard.....				1,045,080	2,303,983
Butter.....		640		167,444	369,147
Bleached cotton and passementerie.....	23,121			461,006	1,016,334
Marble and lumber.....	13,295	6,426		355,238	783,158
Gold coin.....				327	721
Paper (all kinds).....	20,590	6,292		287,442	633,695
Caustic, potash, and rosin.....				782,972	1,726,140
Perfumery.....	373	28		62,567	137,935
Cheese (all kinds).....	34,389	1,919		90,079	198,568
Silk (woven and other).....	76	377		15,545	34,271
Cotton cloths.....	46,950	2,155		936,675	2,064,994
Woolen cloths.....	10,065	978	566	55,598	122,571
Various articles.....	1,836	5,076	1,619	27,650	60,957
Wines and liquors.....		518,541		1,269,194	2,798,065
Glass (various).....	8,720	1,600		88,687	195,519
Candles (stearin and tallow).....	397			2,304	5,079
Tin plate.....				1,258	2,773
Total.....	1,137,170	782,398	4,700	20,892,284	46,059,129
Equivalent in pounds.....	2,508,005	1,724,864	10,361		

## EXPORTS.

The following tables of export statistics show that most of the products of this country, with the exception of hides and skins, go to Europe. It is impossible to state exactly to what country they are shipped, but it is reasonable to assume that they are destined to those countries in whose vessels they are carried, although considerable of the coffee carried in German ships is landed in Havre.

The showing in exportations is not satisfactory to United States commerce, but the shippers claim that coffee and cocoa bring better prices in Europe, and those two articles are the most important among Venezuelan products. Exports from this consular district are mostly to Europe, but coffee from Maracaibo goes to the United States.

*Exports of coffee through the port of La Guayra from July 1, 1898, to June 30, 1899.*

Date.	To United States— American vessels.	To Europe—					Total.
		British vessels.	German vessels.	French vessels.	Dutch vessels.	Italian vessels.	
1898.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.
July.....		1	1,201	3,602	1,050	419	6,273
August.....		1,563	900	1,524	871		4,878
September.....			1,622	391	125		2,138
October.....	207	16	63	814	320	55	1,475
November.....	176		1,227	1,879	1,573	314	5,174
December.....	1,200		6,389	4,344	4,490	551	16,974
1899.							
January.....	4,623	3	6,685	4,396	4,703	1,175	21,585
February.....	6,638	250	7,949	2,785	4,245	223	22,085
March.....	8,752	447	17,568	3,046	3,787	761	34,361
April.....	10,616		7,532	2,659	635	691	22,133
May.....	11,165	1,062	12,737	2,653	1,128		28,743
June.....	5,641		2,422	4,051	477		12,591
Total.....	49,013	3,362	66,295	32,144	23,407	4,189	178,410



*Exports of cacao through the port of La Guayra from July 1, 1898, to June 30, 1899.*

Date.	To United States— American vessels.	To Europe—						Total.
		British vessels.	German vessels.	French vessels.	Dutch vessels.	Italian vessels.	Spanish vessels.	
1898.	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
July .....			172	4,767	125			5,064
August .....		843	402	7,670	284	5		9,204
September .....			1,110	3,963	295			5,368
October .....	40	7	1,377	71				1,495
November .....	32		27	1,708	29			1,796
December .....	249		11	2,784				2,994
1899.								
January .....	104	42	825	4,672		13		5,656
February .....	291		3,859	5,656	1,095	10		10,411
March .....	665		9,280	5,962	1,134	106	50	17,047
April .....	828	270	5,149	6,371	4,534	10		16,662
May .....	229	1,954	5,993	4,879	1,317			13,872
June .....	159		2,420	5,874	758		171	9,382
Total .....	2,079	3,116	30,075	53,727	9,571	144	221	98,951

*Exports of hides through the port of La Guayra from July 1, 1898, to June 30, 1899.*

Date.	To United States— American vessels.	To Europe—					Total.
		British vessels.	German vessels.	French vessels.	Dutch vessels.	Italian vessels.	
1898.	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>
July .....		13,619					13,619
August .....		3,527			155		3,682
September .....		7,101	3,968		204		11,263
October .....	1,951	2,358	92	283	681		5,365
November .....	2,704		1,627		176	3	4,510
December .....	6,923		1,469		264	2	8,658
1899.							
January .....	4,565		788				5,353
February .....	4,472				173		4,645
March .....	2,494		188				2,682
April .....	3,983	1,758			488		6,229
May .....	6,484				285		6,769
June .....	7,277		32		253		7,562
Total .....	40,853	28,363	8,154	283	2,679	5	80,337

*Exports of goat and deer skins through the port of La Guayra from July 1, 1898, to June 30, 1899.*

Date.	To United States— American vessels.	To Europe—					Total.
		British vessels.	German vessels.	French vessels.	Dutch vessels.	Italian vessels.	
1898.	<i>Packages.</i>	<i>Packages.</i>	<i>Packages.</i>	<i>Packages.</i>	<i>Packages.</i>	<i>Packages.</i>	<i>Packages.</i>
July .....		378					378
August .....		7					7
September .....		85					85
October .....		30					30
November .....	15						15
December .....	18				3		21
1899.							
January .....	14						14
February .....	15						15
March .....	15						15
April .....	88	4					92
May .....	69				8		77
June .....	121						121
Total .....	305	454			6		765

## THE CITY OF LA GUAYRA.

La Guayra is a commercial city, with a population of about 14,000. It is the main city for importation in the Republic, being in close proximity to the capital, Caracas, and also a distributing center for the coasting trade. Over three-fourths of the imports are entered and pay duty at this custom-house.

The city is old and most of the houses were built hundreds of years ago. The streets are narrow and ill-paved, as very little money is expended to keep them in order, and what goes for repairs is not spent in an intelligent manner, ordinary small cobble stones being used without respect to regularity.

Water is supplied through pipes to most of the better houses, but this is done in a peculiar way. There is no such thing as a main pipe, but the streets contain a network of pipes about 1 or 1½ inches in diameter, each pipe leading from the house to the base of supplies. Consequently the streets are continually torn up to mend the pipes, and frequently the houses are without water for ten or twelve hours at a time. The sewer system is primitive, where it exists at all. Sanitary arrangements are to be found only in the better houses, while the poor throw everything into the streets.

In spite of all these defects, La Guayra is naturally a healthy although a very hot city. This can only be explained from the fact that it is built on the slope of precipitous hills, rising directly and almost perpendicularly out of the ocean. There is an electric-light plant in the city, but for several years La Guayra has been obliged to go back to kerosene, as the company has given up lighting, although the streets are wired and lamps are still found in most of them.

Telephones are in all the business houses and the better residences, the service being very good and quite cheap—about \$3.75 per month, with 10 cents extra for each call to Caracas.

Many people live in Macuto, about 3 miles east of La Guayra, or in Maiguetia, 1½ miles to the west, a narrow-gauge railway connecting La Guayra with both. This railway is neither ornamental nor very comfortable to ride over, and attempts have been made by Americans to secure it and convert it into a modern electric road, but so far without success.

Carriage roads are of the most primitive style, and a ride in a coach to Macuto or Maiguetia is long to be remembered. Trucking, as we know it, is not done here. All the freight is carried from the wharf to the custom-house on a steam railway, and from there to the different warehouses on the shoulders of men. It is not uncommon to see a file of men, each carrying a load of from 200 to 300 pounds on his back, moving in double-quick time.

Living is very expensive here; rents are high, and all kinds of produce, victuals, breads, etc., are costly. Meats are quite reasonable in price, but beef is about the only good meat to be had. Marketing must be done from day to day, as the climate will not permit keeping fresh provisions over night, and with ice of very poor quality at 4 cents a pound, a refrigerator is out of the question.

## HARBOR FACILITIES.

La Guayra is by nature an open roadstead, where ships had formerly great difficulty in landing passengers and freight, owing to the heavy

swell usual on this coast. To disembark a passenger was formerly attended with considerable danger, many paying a tribute to Neptune by an involuntary dip in the sea before being able to land. Now things are a great deal better, as a breakwater has been constructed by an English company, which adds a great deal to the facility of landing cargo and passengers. There is wharf room for three large ocean steamers at a time. A railway extends all over the breakwater, so that freight or passengers can be taken from the ships and carried by rail to the town. For this privilege, the company is entitled to a tax of about \$4 on each ton of cargo coming into or going out of La Guayra, and 40 cents on each passenger.

#### CUSTOMS LAWS.

A new tariff decree went into effect September 1, which shows the classifications of the different merchandise in their respective schedules. There are no ad valorem duties, consequently it is impossible to estimate the exact amount, or even approximate the value of merchandise imported or exported. The question is simply of weight and the class, and the respective rates of duty are charged upon the whole, including case or wrapping of the package.

It is consequently very important that all packing should be done intelligently, and that the wrapper or case should be of light but very strong material.

This part of the trade seems to be not well understood by many American shippers, and I should advise that more thought be given to such details, in order to successfully compete with European nations.

Another important matter is that goods dutiable under only one class should be packed in the same case or bale. For instance, if you are shipping in one case 200 kilograms, paying a rate of 25 cents per kilogram, and add 1 kilogram dutiable at 50 cents per kilogram, the whole case must pay at the rate of 50 cents per kilogram.

It is further necessary to make the declarations on the invoice according to the way specified in the Venezuelan tariff bill, and I would advise merchants not accustomed to shipping to Venezuela to consult the consul who certifies to the invoice as to the proper way of declaring the goods. They may thus avoid fines, which are imposed whether there is intentional fraud or not.

#### PORT REGULATIONS.

Upon arrival of a vessel she is boarded by the interpreter of the port, the port physician, and the chief of the resguardo, who inspect crew and passengers.

The captain must produce for inspection the following papers:

- (1) The ship's register.
- (2) The ship's crew list.
- (3) The ship's passenger list.
- (4) The ship's manifests, certified by the Venezuelan consul of the port from which cargo comes.
- (5) Copies of bills of lading.

(6) Documents addressed by the Venezuelan consul to the collector of this port and other officials.

(7) List of ship's stores, and of articles belonging to master and crew.

An application, on sealed paper, must be made by the consignees to allow the discharge of cargo, such application to be presented at the custom-house within four days after arrival of vessel.

Permission for the vessel to leave must be obtained from the collector of customs.

All foreign vessels are obliged to deliver their register to the boarding officer upon arrival, and such register is retained at the custom-house until clearance is obtained.

Passengers, when leaving this port, must have their tickets viséed (or stamped), first, by the collector; second, by the "Jefe del Resguardo;" third, by the "Jefe civil." This involves the necessity of personally taking tickets to the different places in order to avoid delay and, perhaps, getting left ashore.

#### PORT CHARGES.

The following charges are paid by all vessels touching at this port:

	Bolivars.	
For visit of captain of port .....	12. 50	= \$2. 41
For visit of port doctor .....	12. 50	2. 41
For visit of interpreter .....	48. 00	9. 26
For stamps and stamp papers .....	11. 50	2. 22
For hospital dues .....	20. 00	3. 86
For water dues (whether water is taken or not) .....	140. 00	27. 02
For port dues, per ton registered .....	. 10	. 019
For loading or unloading cargo, wharf dues, per 100 kilograms .....	. 10	. 019

Besides this, each ton of cargo loaded or unloaded pays to the harbor corporation 20 bolivars. No official pilots exist, and there are no pilot dues; but I have known instances where pilots present themselves outside, generally to sailing vessels, and such vessel is later obliged to pay the pilot, although he is of no use and not officially appointed. and, consequently, not responsible.

#### FRESH WATER AND BALLAST.

As shown in the foregoing, vessels are obliged to pay 140 bolivars for water dues, but it is impossible to obtain drinking water at the wharf, and all such water, if needed, must be brought in barrels from a fountain some distance from the shore. Vessels will do well to supply themselves with water at some other port, as, besides paying the dues, they must bring their water aboard, which involves long and tedious work.

Sand ballast can be obtained from the harbor corporation. A steam dredger is employed near the wharf for lifting the sand out of the harbor and placing it wet aboard the ship.

#### QUARANTINE.

No quarantine station exists, and in case of infection or suspected infection, vessels are obliged to lie outside. Means for disinfecting or fumigating cargo or vessels are seldom, if ever, resorted to.

## COASTING TRADE.

Foreign vessels are not permitted to engage in the coasting trade. Most of the vessels employed in this are small, but well-built schooners, of less than 100 tons. There is considerable traffic between this port and Rio Chico, Barcelona, Cumana, Campano, and the island of Margariter in the east; also Puerto Cabello, Cora, and Maracaibo, to the west.

## OCEAN STEAMSHIP LINES.

The following steamship lines touch regularly at this port, all carrying mail, passengers, and freight:

(1) The Red D Line (American), two steamers per month, New York to La Guayra and Puerto Cabello, via Puerto Rican ports and Curaçao.

(2) The Dutch Line, two steamers per month, Amsterdam to New York and return; touch at La Guayra and Puerto Cabello.

(3) The Spanish Transatlantic Line, one steamer per month, New York to La Guayra, via Habana and Santiago, Cuba.

(4) Compagnie Générale Transatlantique (French), one boat from St. Nazaire, one from Havre and Bordeaux, and one from Marseilles.

(5) The Hamburg-American Line (German), two steamers per month from Hamburg, via St. Thomas.

(6) La Veloce (Italian) Line from Genoa, via Spain and St. Thomas, one steamer per month.

(7) Royal Mail Steamship Company (British), two passenger steamers and one cargo steamer per month from England, via Barbadoes and Trinidad.

(8) The West Indian and Pacific Line (British), from Liverpool to Galveston or New Orleans, touches here twice a month from Barbadoes and Trinidad.

(9) Harrison Line (British), one steamer each month from Liverpool to New Orleans or Galveston, touches La Guayra and Puerto Cabello.

(10) The Prince Line (British), formerly sent two steamers per month to this port—one leaving Genoa for United States ports, the other leaving Antwerp for the same destination.

It has been about a year since a regular steamer of this line has touched here.

## INTERNAL TRANSPORTATION FACILITIES.

## RAILWAYS.

There are at present 862½ kilometers (526 miles) of railway in operation in this country.

(1) La Guayra to Caracas; length, 36½ kilometers (23 miles); gauge, 0.915 meter (3 feet).

(2) Gran Ferrocarril de Venezuela from Caracas to Valencia; 179 kilometers (111 miles); gauge, 1.07 meters (3.5 feet).

(3) Puerto Cabello to Valencia; 54 kilometers (33½ miles); gauge, 1.07 meters (3.5 feet).

(4) Ferrocarril Central from Caracas to Los Mangos; 36 kilometers (22 miles); gauge, 1.07 meters (3.5 feet).

(5) Gran Ferrocarril de La Ceiba, from Ceiba to Valera; 90 kilometers, (56 miles); gauge, 0.915 meter (3 feet).

(6) Sur Oeste de Venezuela, from Aroa to Barquisimeta; 88 kilometers (55 miles); gauge, 0.61 meter (2 feet).

(7) Ferrocarril Bolivar, from Tucacas to the mines of Aroa; 80 kilometers (49.7 miles); gauge, 0.61 meter.

(8) La Vela to Coro; 13½ kilometers (8 miles); gauge, 0.915 meter (3 feet).

(9) Ferrocarril de Sta. Barbara to La Vigia; 60 kilometers (37 miles); gauge, 1 meter (3.28 feet).

(10) Gran Ferrocarril del Tachira; 115 kilometers (71.4 miles); gauge, 1.07 meters (3.5 feet).

(11) Barcelona to Guanta, 36½ kilometers (23 miles); gauge, 1.07 meters (3.5 feet).

(12) Carenesa to Guapo, 33 kilometers (20.5 miles); gauge, 0.915 meter (3 feet).

(13) Ferrocarril del Sur Caracas to Valle; 4 kilometers (2.4 miles); gauge, 0.63 meter (2.06 feet).

(14) Macula La Guayra and Marquetea, 8 kilometers (4.9 miles); gauge, 91½ meters (3 feet).

Beside this, there is a projected railway from Puerto Cabello to Yari-tagua, a concession for building which has been given to Dr. Murcoz Tebar.

#### TRANSPORTATION BY PACK DONKEYS AND CARTS.

Considerable merchandise is transported from La Guayra to Caracas, and to other parts of the interior on the backs of donkeys, and caravans of such pack animals are met everywhere. Considerable business has been done within a year by small carts drawn by mules, which carry much of the freight from here to Caracas in spite of the railway. These carts seldom carry more than 600 or 700 pounds, and hundreds of them come daily from Caracas to La Guayra and back. This fact shows that something is wrong with the railway, or these carriers could not compete with the "iron horse."

#### POSTAL RATES AND PARCEL POST.

Letters for the exterior to all countries of the Postal Union pay 10 cents (50 centimos) for each 15 grams (one-half ounce) or under. Letters to the interior of the country pay half this amount.

#### PARCEL POST.

A parcel post arrangement was concluded with the United States during the past year, but up to now very few, if any, parcels have arrived. This very important matter seems to be little appreciated in the United States.

Every mail steamer from France and Germany brings quantities of parcels, and although they may not of themselves constitute an important business, this is undoubtedly one of the best means of introducing merchandise of any kind, and if the United States merchants would adopt it the result would be increased orders.

The parcel-post system has the following advantages:

(1) It is not necessary to have a consular invoice or manifest; a declaration of the contents is sufficient.

(2) Different classes of merchandise, and such as are dutiable under different rates, can be packed in the same bundle.

(3) It is a good way of shipping in small quantities goods which need introduction.

#### CABLES AND TELEGRAPH.

Cable communication to the United States and Europe is now quite good, and rates are reasonable. The company operating the existing lines is a French concern, and in commercial lines renders good service. However, little news is brought by cable, and we generally get our news by the New York or other newspapers about a fortnight after publication. This company has within a year extended the lines from La Guayra to Rio Chico, on the east coast, and from Coro to Maracaibo, on the west, thus making it possible to send messages along most of the Venezuelan coast line. It would be advantageous if a cable could be laid as far as Ciudad Bolívar, on the Orinoco.

The Government owns and controls the telegraph, which runs from different parts of the coast to the interior. The service, in times of trouble, is frequently interrupted.

#### TELEPHONES.

A good system of telephones is in operation by an English company, called "The Venezuela Telephone and Electric Appliances Company, Limited." The service extends to most parts of the settled country and is cheap—cheaper than in the United States. The charge is 18 bolívars, or about \$3.40 per month, and 10 cents extra for each communication between La Guayra and Caracas.

Everyone in business has telephone connection with his store or office and his private residence.

#### BANKING.

There are two banks in this country that are permitted to issue paper currency—"Banco de Venezuela," capital 15,000,000 bolívars (\$2,895,000); "Banco de Caracas," capital 6,000,000 bolívars (\$1,158,000). Many other smaller private banks exist, in the nature of brokers' establishments, and most of the exchange and general business is done with the latter, generally reliable business houses.

An attempt was made recently to establish an American bank in Caracas. Mr. Upton, an American, received a concession for the establishment of such an institution, but up to the present nothing has been done in the matter. It is to be hoped that with the establishment of an American bank in this country another impetus will be given to American trade. Interest on money is from 12 to 18 per cent per year.

#### CREDIT.

European houses extend longer credits to merchants in this country than do Americans. However, I may say that there are many reliable concerns which pay promptly, and some of the best ones buy strictly for cash.

## PASSPORTS AND LICENSES.

Passports are not strictly required from foreigners in Venezuela. However, it is always prudent for Americans to provide themselves with a passport before leaving United States territory to come here, as during times of revolution it often saves them trouble and annoyance. Licenses are not required from commercial travelers.

## LOCAL MANUFACTURES.

Manufacturing interests in this city are not of importance.

*Shoes.*—There is one shoe factory, employing quite a number of men in manufacturing all kinds of shoes in their homes. There are also many small shops where from four to six men are employed in making hand-sewed shoes. There being a prohibition on the importation of foreign shoes, these shops are fairly prosperous. A very decent pair of men's hand-sewed shoes can be bought here for from \$3 to \$4, but they have not the style nor the durability of the American shoe.

*Soap.*—There are two soap factories, where ordinary laundry soaps are manufactured.

*Candles.*—Several candle factories, making tallow and stearine candles, do quite a good business.

*Hats.*—Hats are generally imported in the rough, without being trimmed, and a number of hatters are employed in trimming and finishing both straw and felt hats.

*Sugar.*—Many small sugar mills are to be found in the surrounding country. A sugar refinery of some importance was established last year, a few miles outside of Macuto, where granulated and other sugar is manufactured in very good quality.

*Tobacco and cigars.*—The cigarette factories give employment to hundreds of people, this being the most favored form of tobacco. Cigars are also manufactured on a smaller scale. Smoking or chewing tobacco is not used here except by a few foreigners.

*Furniture.*—Furniture is made in small shops by native artisans, and although quite durable is not very artistic. Some of the finest cedar or mahogany is used in constructing the same, but as a rule it is poorly finished. There would be a very good market for American furniture if the duties were not so high as to be almost prohibitive.

## POSSIBILITIES OF INCREASING AMERICAN TRADE.

There is a chance for Americans to sell the following products, by studying this market, and by sending able representatives with samples. Catalogues will never secure business, nor can manufacturers expect consuls to furnish individual concerns with all the necessary details of their respective branches of trade. They should come to the spot and examine the market themselves, and the expenditures, in my opinion, will more than be covered by the business transacted.

There is good chance to sell—

- (1) *Stationery* and many little notions connected therewith.
- (2) *Paper*, particularly wrapping paper. All the wrapping paper sold here comes from Germany, and is wood paper. There is no reason why America should not undersell the world in this class of goods.



(3) *Alimentary oils, olives, and pickles.*—A great deal of oil is used for cooking purposes, under the name of olive oil. I believe that many of these contain cotton-seed oil, and there is no reason why we should ship the cotton-seed oil to Europe and then have it reshipped here and sold as olive oil. I believe that olives and pickles could be shipped here from California and compete with European products.

(4) *Coal* should be sold here by Americans as well as by the British, because we are nearer this market and could compete in freights, and because we can furnish better coal. The only United States coal here is that used in the manufacture of gas.

(5) *Drugs and medicines.*—Although we sell a great many drugs in Venezuela, I am told by wholesale dealers that much more could be disposed of if traveling salesmen came here more frequently. As it is, many drugs are bought in Germany which otherwise would be purchased in the United States.

(6) *Candies and sweets.*—American candies are unknown here. Chocolate candies of the better grades come from Italy. Many crystallized fruit candies come from France, Spain, and Italy. There is a chance for California fruit growers to experiment in this line. I believe they could successfully work up some business.

(7) *Hardware.*—Although we sell considerable hardware, not much American kitchen ware is found in the stores. Most of the enameled kitchen ware comes from Austria and Germany, and is not of nearly so good quality as the American. England also furnishes a good share of iron pots and small stores, which we ought to be able to sell here, besides locks, etc. Galvanized iron for roofing comes almost exclusively from England. I think there is many a chance for the sale of other articles in this line, such as tools and agricultural implements, in which we cut rather a small figure.

(8) *Glassware and lamp chimneys.*—I believe these could be sold here as well as kerosene lamps. I could not find an American lamp in this town; most of them come from Germany and are of very ordinary quality, lacking the style of our lamps.

(9) *Textiles.*—Although we are furnishing many of the heavy grades of cotton goods, most of the better ones come from England. This trade is sadly neglected. With intelligent management, it could be made extensive.

(10) *Stearin.*—This comes nearly all from Holland, and is widely used in the manufacture of soaps, wax matches, candles, etc. There is a chance of trade in this article which should not be neglected.

I have only mentioned a few of the most important openings for commerce; there are many others which only careful study of the situation will reveal. I will report whatever comes to my notice in the future.

LOUIS GOLDSCHMIDT, *Consul.*

LA GUAYRA, October 1, 1899.

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#### MARACAIBO.

The commercial situation of Maracaibo becomes worse from day to day. The low coffee prices have had a disastrous effect upon our commerce. The entire region of the Los Andes States receives from

the merchants of this city all classes of merchandise for consumption in return for the coffee produced.

The large commercial houses here have to make heavy advances to the coffee planters in the interior, based upon contracts embracing a certain period of years. As long as coffee obtained a good price in the markets, the planters and commission houses in the interior prospered, but since prices have declined the planters do not receive enough to pay for the cultivation and shipment of their produce to Maracaibo, entailing heavy losses to firms here which are obliged to keep up their credits abroad.

Almost every house has reduced its clerical force, and hundreds of men are out of work and unable to support their families.

The political inquietude in the Republic has also had the effect of turning away foreign capital, and the epidemic of smallpox and the dry weather aided in paralyzing industry and commerce. Importations fell off in proportion to the reduced value of exports. While in former years a certain amount of imported goods could be paid for with the value of one bag of coffee, it needs to-day two and three bags to represent the purchase value. Then came the revolution under General Cipriano Castro which has been going on since the 23d of May, cutting off the supplies of coffee from the Cordillera States and stopping transit commerce with Colombia. No goods could be sent from Maracaibo, and nothing could be received; the Government took all the river and lake steamers for its own use. The thousands of mules in the interior used in conveying coffee from the plantations to the towns had to be withdrawn so as not to fall into the hands of the belligerent party. The peons hid themselves so as not to be taken as volunteers; everything has been in confusion.

Foreign houses in San Cristobal have suffered greatly during the prolonged fight, especially Germans and Italians.

In Maracaibo, merchants have their stores full of goods, but can not sell anything; the immense coffeehouses are empty; money has been entirely withdrawn, and none can be raised on the best securities, except at enormous interest.

The Federal Government has imposed a 20 per cent tax upon all imported goods, to take effect on the 1st of September. All the chambers of commerce have protested against this measure, which will probably lead to wholesale contraband enterprises.

E. H. PLUMACHER, *Consul*.

MARACAIBO, *August 23, 1899.*

#### SUPPLEMENTARY.

Owing to the revolution, hardly any produce has been brought to market, nor can merchandise be sent to the interior.

The commerce of Maracaibo has come to absolute stagnation. Some large business houses have been forced to suspend. It speaks well for the stability of the commercial firms that they have so long withstood the pressure. The Government has added 20 per cent to the tariff duties, this law taking effect on the 1st of September last.

In 1896, when coffee prices were already on the decline, there was shipped from this port coffee to a declared value of \$7,984,959.43, United States gold. According to the return for 1899, the entire export from Maracaibo was only \$4,943,058.93, gold. The exports from this con-

sular district to the United States during the quarter ended September 30 amounted to only \$433,882.01.

The beautiful building known as the Colegio de la Academia, built three years ago, is a heap of ruins, the roof having fallen in. The building cost \$60,000. The accident was due to faulty construction.

I inclose statement of the imports from and exports to Hamburg during the year 1898. Nearly all the German goods for Venezuela are sent by way of Hamburg.

E. H. PLUMACHER, *Consul*.

MARACAIBO, *October 23, 1899.*

COMMERCE OF VENEZUELA WITH THE PORT OF HAMBURG DURING 1898.

*Exports from Venezuelan ports to Hamburg during 1898.*

Articles.	Quantity.	Value.	
		Marks.	United States equivalent.
	<i>Kilograms.</i>		
Coffee .....	8,349,000	9,348,110	\$12,224,850
Cocoa.....	790,000	1,214,880	289,130
Tobacco, in leaves.....	265,100	228,890	54,476
Fustic .....	215,000	15,020	3,575
Divi-divi .....	569,700	90,950	21,646
Quinia bark .....	5,900	6,290	1,497
Simaurba bark .....	8,400	7,880	1,756
Sarapia .....	9,600	92,110	21,922
Indian castic barley seeds .....	141,800	121,660	28,981
Rubber.....	329,900	887,280	211,273
Gum elastic .....	20,200	175,880	41,848
Balsam copalba .....	18,500	78,310	17,448
Copper .....	5,200	3,800	904
Hides.....	270,500	348,280	82,891
Horns .....	18,500	7,400	1,761
Feathers.....	120	88,640	20,096
Boxwood.....	863,100	32,010	7,618
Ebony.....	79,500	10,790	2,568
Lignum-vitæ .....	217,100	24,190	5,757
Cabinet wood .....	74,300	8,810	2,097
Cocoonut pith.....	104,000	33,160	7,892
Cotton .....	9,200	5,520	1,314
Precious stones (loose) .....	1,510	8,000	1,904
Other products.....		28,220	5,526
Baggage.....	7,900	86,960	20,696
Total .....		12,943,310	3,080,508
1897.....		12,298,450	2,925,841
1896.....		20,328,330	4,838,143
1895.....		19,804,660	4,718,509
1894.....		27,717,760	6,596,827

*Exports from the port of Hamburg to Venezuelan ports during 1898.*

Articles.	Quantity.	Value.	
		Marks.	United States equivalent.
Refined sugar .....	kilograms.. 19,800	5,280	\$1,257
Cigars .....	thousands.. 29,96	11,400	2,713
Rice .....	kilograms.. 3,775,200	758,660	180,561
Bago .....	do. 13,000	4,180	996
Pepper .....	do. 8,700	7,700	1,833
Spices .....	do. 5,600	5,850	1,392
Claret wines .....	hectoliters.. 1,359	83,770	19,987
Champagne .....	bottles.. 1,660	5,650	1,392
Brandy .....	hectoliters.. 120	83,040	7,864
Beer .....	do. 4,086	279,430	66,504
Vinegar .....	do. 284	17,000	4,067
Mineral waters .....	bottles.. 15,992	13,770	3,177
Malt .....	kilograms.. 401,200	123,830	30,554
Hops .....	do. 7,000	24,090	5,833
Benne seed .....	do. 5,400	2,520	4,884
Potatoes .....	do. 23,000	2,900	704
Agricultural products .....	do. 9,200	3,020	719
Barley and its flour .....	do. 16,100	8,780	900
Sardines .....	do. 46,400	35,030	8,387
Prepared fish .....	do. 61,600	80,980	7,878
Salt beef .....	do. 3,400	6,040	1,438
Sausages .....	do. 4,000	11,100	2,642
Preserved meats .....	do. 2,700	5,800	1,618
Butter .....	do. 232,000	499,270	118,811
Cheese .....	do. 111,900	118,560	28,215
Preserves .....	do. 14,800	28,520	5,596
Chocolates and sweets .....	do. 79,100	78,620	18,712
Cement .....	do. 2,066,400	77,890	18,547
Combustibles .....	do. 10,900	47,610	11,331
Minium (lead) .....	kilograms.. 10,900	8,270	778
Varnish .....	do. 17,100	8,590	2,125
Blue (paint) .....	do. 29,600	14,840	3,532
Zinc, white and dark .....	do. 31,100	11,720	2,765
Prepared paints .....	do. 57,900	23,530	5,600
Medical barks and roots .....	do. 3,560	6,180	1,471
Cumin seed .....	do. 38,400	17,960	4,274
Leaves and flowers .....	do. 4,000	4,230	1,021
Camphor .....	do. 1,500	4,020	967
India rubber .....	do. 3,900	6,220	1,480
Medical oils and resins .....	do. 12,700	13,460	3,203
Oils .....	do. 1,500	7,510	1,787
Phenic acid and other acids .....	do. 11,500	9,670	2,301
Ammonia .....	do. 4,200	2,790	664
Quinine and salts .....	do. 550	14,150	3,368
Iodine and preparations .....	do. 195	4,310	1,026
Magnesia .....	do. 21,300	2,790	664
Soda .....	do. 80,500	14,680	3,494
Saltpeter .....	do. 20,600	8,340	1,985
Tartaric salts .....	do. 2,300	3,910	931
Other salts .....	do. 44,300	13,520	3,289
Glycerin .....	do. 1,600	2,140	509
Phosphorus .....	do. 750	3,160	752
Essences, extracts, etc .....	do. 2,400	5,510	1,311
Drugs, and chemical products .....	do. 81,300	145,000	34,510
Iron, in sheets and rods .....	do. 35,000	6,050	1,440
Copper .....	do. 5,200	6,600	1,571
Zinc, in plates .....	do. 11,000	5,120	1,218
Other metals .....	do. 19,400	7,840	1,866
Wire .....	do. 15,400	4,040	962
Prepared skins .....	do. 10,900	104,380	24,842
Glue and gelatin .....	do. 4,400	6,000	1,428
Vaseline and paraffin .....	do. 3,000	2,800	666
Stearin .....	do. 33,000	19,830	4,720
Lubricating oils .....	do. 82,200	5,440	1,295
Linseed oil .....	do. 12,800	5,640	1,342
Olive oil .....	do. 4,500	4,400	1,048
Benne seed oil .....	do. 2,400	2,080	495
Other oils .....	do. 4,100	2,220	528
Canary seed .....	do. 17,600	2,930	697
Other seeds .....	do. 8,100	3,190	759
Reed (cane) .....	do. 1,100	2,570	611
Cotton thread .....	do. 14,000	56,470	13,440
Woolen thread .....	do. 5,800	35,340	8,411
Linen thread (raw) .....	do. 1,700	21,130	5,029
Silk cloth .....	do. 2,500	86,890	20,680
Woolen goods .....	do. 18,500	129,210	30,752
Cotton goods .....	do. 168,900	630,220	149,992
Cotton and linen clothing .....	do. 9,700	58,910	14,021

*Exports from the port of Hamburg to Venezuelan ports during 1898—Continued.*

Articles.	Quantity.	Value.	
		Marks.	United States equivalent.
Canvas or drilling..... kilograms.	930	2, 680	\$638
Cloth for bags..... do.	187, 500	88, 130	19, 785
Linen goods..... do.	97, 200	270, 050	64, 272
Oilecloth..... do.	1, 000	2, 440	581
Ladies' hats..... do.	6, 300	181, 650	43, 221
Dresses and adornments..... do.	2, 170	27, 090	6, 447
Artificial flowers..... do.	248	5, 540	1, 319
Trimmings..... do.	3, 300	24, 030	5, 719
Stockings..... do.	32, 400	180, 690	43, 004
Other manufactures.....		17, 240	4, 108
Rope..... kilograms.	3, 900	3, 160	752
Twine..... do.	58, 600	77, 690	18, 490
Cordage..... do.	2, 200	2, 610	621
Straw hats..... do.	15, 800	51, 230	12, 198
Baskets..... do.	1, 600	8, 090	735
Cork (stoppers)..... do.	5, 800	28, 370	6, 752
Furniture..... do.	47, 300	67, 590	16, 086
Other wooden goods..... do.	28, 400	24, 810	5, 905
Umbrellas..... do.	5, 000	27, 310	6, 500
Rubber goods..... do.	5, 400	52, 810	12, 569
Leather goods..... do.	1, 200	9, 120	2, 171
Paper..... do.	902, 500	270, 410	64, 358
Pasteboard..... do.	19, 000	4, 810	1, 145
Wall paper..... do.	13, 800	10, 620	2, 528
Other paper articles..... do.	20, 500	48, 840	11, 624
Inks..... do.	4, 600	4, 770	1, 135
Office supplies..... do.	1, 200	4, 090	973
Printed books..... do.	2, 400	8, 440	2, 009
Prints, etc..... do.	3, 400	19, 140	4, 555
Bottles and demijohns..... do.	606, 600	126, 550	30, 119
Plain glass..... do.	11, 800	2, 360	562
Crystal..... do.	6, 900	9, 250	2, 202
False pearls..... do.	710	3, 140	747
Glassware..... do.	13, 200	28, 190	5, 519
Porcelain..... do.	22, 800	28, 320	6, 740
Earthenware..... do.	320, 300	126, 400	30, 068
Marble articles..... do.	3, 700	3, 970	945
Iron pipes..... do.	16, 300	6, 020	1, 438
Iron bridges..... do.	48, 100	12, 800	3, 046
Needles..... do.	1, 500	12, 050	2, 868
Hardware goods..... do.	511, 910	314, 790	74, 920
Lead goods..... do.	54, 100	18, 550	4, 415
Articles of precious metals..... do.	41	6, 530	1, 554
Articles of zinc..... do.	1, 100	2, 140	509
Tin goods..... do.	2, 500	5, 090	1, 211
Copper goods, etc..... do.	17, 100	47, 070	11, 203
Sewing machines..... do.	22, 500	35, 170	8, 870
Other machinery..... do.	70, 000	87, 100	20, 730
Pianos..... do.	13, 800	57, 710	13, 735
Surveying instruments..... do.	705	5, 320	1, 286
Clocks..... do.	1, 018	5, 960	1, 418
Arms (fire)..... do.	1, 800	9, 200	2, 190
Powder (gun)..... do.	2, 900	5, 090	1, 211
Caps and cartridges..... do.	2, 800	6, 700	1, 586
Brushes..... do.	1, 700	7, 280	1, 733
Buttons..... do.	4, 800	42, 820	11, 619
Barrels..... do.	3, 700	3, 640	886
Toys..... do.	24, 800	38, 380	9, 242
Fans..... do.	225	2, 390	569
Other dry goods..... do.	11, 200	46, 820	11, 143
Candles and paraffin..... do.	5, 200	4, 190	997
Other candles..... do.	1, 500	2, 470	588
Perfumery..... do.	10, 100	21, 360	5, 084
Other articles of industry.....		8, 660	2, 061
Baggage..... kilograms.	8, 100	37, 060	8, 820
Total.....		6, 577, 750	1, 565, 505
1897.....		10, 902, 050	2, 570, 888
1896.....		13, 944, 150	3, 175, 906
1895.....		13, 429, 240	3, 186, 159
1894.....		13, 420, 290	3, 194, 029

## TRADE IN 1899.

For the last twenty years, this consular district has not suffered so severely as in 1899. The political disturbances in all the five States belonging to this district, in connection with the low coffee prices, had the most disastrous effect upon commerce and caused stagnation in all branches of industry.

A country like Venezuela, which has to live upon its export staples, must suffer greatly when the prices for the goods exported come to a very low value. Coffee, the main staple, was sold at nearly one-third of its value of six years ago.

On account of political disturbance, communication with the interior States was cut off for months. The animals needed to bring the coffee to the lake and river ports were taken, the peons who attended to the pack mules and donkeys were pressed into military service, and the women and children were afraid to go into the coffee plantations to pick the berries.

That under such trying circumstances commerce is still in existence, and is not entirely bankrupt, shows the solid base upon which it is built.

*Coffee.*—In 1898, there was shipped to the port of New York to the value of \$7,984,959.43, gold; 51,499,398 pounds. In 1899, there were sent 42,477,551 pounds, at a valuation of only \$3,460,470.54.

*Hides.*—The export of hides shows an increase, but not a salutary one.

The civil war in the different States caused the increased slaughter of cattle and consequently the augmented shipping of hides. In 1898, the declared value of the export was \$91,682.95, gold; in 1899, \$99,381.25.

*Skins.*—The export of skins has increased from 174,924 pounds of a value of \$26,069.92, in 1898, to 238,432 pounds, of a declared value of \$54,743.85, in 1899.

*Balsam copaiba.*—The export of this valuable medical product increased to the amount of \$15,673.64 in 1899, while returns in 1898 showed only the value of \$11,280.79.

Here again is seen the result of the war. Many a settler in the rural districts, fearing to be obliged to enter the army, left home for the mountains and made his living by extracting balsam copaiba.

*Fish sounds.*—Fish sounds are becoming more and more in demand, yet little more attention is paid to this article of commerce. The export of 1898 shows a value of \$20,054.01. This year, the consular returns show about the same amount—\$20,426.27. Fishermen in 1899 were afraid to go out into the lake for fear of being forcibly made a soldier of some political party.

*Cacao.*—The returns of 1899 show 237,026 pounds, valued at \$23,797.57, while in 1898 there were invoiced 227,380 pounds, with a value of \$46,614.79. In this article, also, it is seen how the prices for the products of the country have sunk, while the import duties upon everything needed from abroad have been increased 20 per cent.

*Quina bark.*—The export becomes less from year to year. While in 1898 exports were valued at \$669.33, there is recorded this year only \$600.17.

*Woods and dividivi.*—There were exported during 1899:

	Pounds.	United States gold.		Pounds.	United States gold.
Borwood.....	2,250,490	\$13,274.85	Lignum-vitæ.....	388,496	\$2,650.82
Cedar wood.....	808,012	4,832.56	Mahogany.....	25,808	411.56
Ebony wood.....	207,800	1,593.89	Vera wood.....	223,600	1,244.95
Fustic.....	124,435	574.31	Dividivi.....	20,000	45.86
Different hard woods...	44,000	268.38			

While the export of wood has increased, that of dividivi has nearly ceased.

*Wool.*—The export of wool has advanced very little. In 1898, the declared value was \$2,553.63, and during the year ended December 31, 1899, \$2,799.89.

*Rubber.*—In former reports I have mentioned that this consular district contains a good deal of rubber. It seems that at last attention has been drawn to this valuable article. In 1898 there was shipped only \$187.60 worth, while this year it was exported to the value of \$2,958.28.

I am of opinion that the prolonged civil war had the same effect on this line as on balsam copaiba.

*Asphaltum.*—Notwithstanding the great quantity in the State of Zulia, only samples have been shipped up to date. The value of such samples amounted in 1898 to \$223.73, and in 1899 to \$901.60.

*Heron feathers.*—Since this industry has been under the control of the Government, the export has greatly decreased. In 1898, \$2,141.25 worth was sent to New York, and this year only \$1,178.12.

#### REMARKS.

The year 1899 has been a troublous one in the history of Venezuela, with political upheavals all over the country from the Orinoco to the boundary of Colombia. This consular district has suffered greatly by the civil war, all the more as it adjoins the Republic of Colombia, where civil strife was being waged between the Conservative and the Liberal parties.

From the State of Tachira, General Castro, the de facto ruler of Venezuela, fought his way to Caracas. In those many months of strife the five States of this consular district were the permanent field of battle, involving loss of property and the lives of thousands.

What is now needed is a chance to recuperate, and stability of Government to bring back confidence to commerce. Above all, there is needed a foreign banking institution to enable the small merchants to do business for themselves.

This consular district could well support several banks which would gain very fair returns, and would help to rebuild this country, so rich in natural resources.

Foreign capital and labor are all that are needed to heal the wounds of the last revolution.

E. H. PLUMACHER, *Consul.*

MARACAIBO, *January 25, 1900.*

## NAVIGATION IN 1899.

I inclose list of arrivals and departures of vessels at this port during the calendar year of 1899.

In the report of 1898, I mentioned that the American Red D Line had suffered the loss of the fine steamer *Maracaibo* on the coast of Paraguana and that the owners would build another one to replace it. This has been done, and the new boat, also named "*Maracaibo*," has all modern improvements and is well lighted with electric light. The boats of the Red D Line are a credit to the American flag.

There were during the last year 43 arrivals of American steamers belonging to the Red D Line; 5 British and 17 Norwegian steamers have also been chartered by the same line to ply between New York and Maracaibo.

I noted in last year's report that the Hamburg-German Line was running between Hamburg and the main ports of Venezuela. The service has been discontinued, doubtless because of the stagnation of business during the civil war. As will be seen by the list, only a few foreign sailing vessels came from European ports, due no doubt to the same cause.

Coastwise, lake, and river navigation fell off greatly; for months the lake steamers were in Government commission, and no goods could be sent to the interior, nor could produce be brought to the Maracaibo market.

E. H. PLUMACHER, *Consul*.

MARACAIBO, *February 27, 1900.*

*Arrivals of vessels at the port of Maracaibo during the calendar year ended December 31, 1899.*

Flag.	Steamers.	Barks.	Brigs.	Schooners.	Total.
American .....	43	.....	.....	.....	43
British .....	5	.....	.....	.....	5
Danish .....	.....	2	.....	.....	2
Norwegian .....	17	.....	.....	.....	17
German .....	4	2	.....	.....	6
Italian .....	.....	.....	1	.....	1
Dutch .....	.....	1	9	27	37
Brazilian .....	.....	.....	1	.....	1
Venezuelan .....	8	.....	.....	236	244
Total .....	77	5	11	268	356

Annual tonnage, 5,306.



## PUERTO CABELLO.

Consul Ellsworth sends from Puerto Cabello, in reports dated August 31, September 10, October 1, and October 9, 1899, statements of imports at that port during the first six months of 1899 and exports for the year ended June 30, 1899, together with names of dealers, as follows:

*Imports into Puerto Cabello from the principal countries for quarter ended March 31, 1899.*

[Value in United States currency.]

Imports.	United States.	England.	France.	Germany.
Apples .....	\$49			
Acid .....	20			\$3,580
Asbestos .....				9
Ale .....		\$135		
Aniseed .....			\$53	27
Alcohol .....				57
Butter .....	5,084		230	2,391
Bottles .....				1,860
Buttons .....				207
Bicycle sundries .....	5			
Barley .....	5			31
Bacon .....	30			
Building material .....	66		228	94
Beeswax .....	14			
Blacking .....	14			
Beans .....	105			
Blueing .....		12		62
Boxes .....				12
Brushes .....		25		25
Belts .....	4	15	2	
Crockery and glassware .....		2,090		1,256
Cutlery .....				9
Carts .....	10			
Cement .....	40	500		
Cheese .....				560
Cigarettes .....	214			
Corkscrews .....				8
Corks .....				2,152
Copper .....	15			96
Combs .....				27
Confectionery .....			27	142
Canned goods .....	110		363	312
Crackers .....	869			343
Cornstarch .....	689			
Cinnamon .....	834			
Candles .....	442			
Candle wicks .....	145			
Candlesticks .....				28
Cloth:				
Cotton .....	21,302	140,574	11,512	
Linen .....				1,599
Sacking .....				6,082
Duck .....				820
Mosquito netting .....	15			10
Canvas .....	2,131			
Blankets .....	298			
Prints .....	15,417			112
Cassimere .....	260			
Drill .....	11,028			63
Merino .....				74
Woolen .....				613
Worsted .....				110
Spreads .....	117			
Oilcloth .....	194			39
Flannel .....	206			259
Striped .....	128			
Henrietta .....	48			
Silk .....	5			91
Curtains .....	2			
Demi-johns .....				43
Dentist tools .....	37			
Earthenware .....				295
Emery cloth .....				33
Elastics .....	107			
Extracts .....	124			
Electric-light supplies .....	529			

Imports into Puerto Cabello from the principal countries for quarter ended March 31, 1899—  
Continued.

Imports.	United States.	England.	France.	Germany.
Firecrackers .....	\$134			
Fruits .....	20			
Feathers .....	10			
Flour .....	20,588			
Fish, dried .....	1,720			
Furniture .....	688			\$1,075
Fish lines .....	587			
Gold .....	29			
Gelatine .....	14			87
Grapes .....	83			
Glass .....	154			181
Grocers' sundries .....		\$209		433
Gum arabic .....				88
Glue .....				56
Hops .....	18	758		
Horse collars .....	10			
Hams .....	2,111			2,414
Hats and materials .....				
Hay .....	20			
Hair sieve .....	1			
Hardware .....	1,008			
Hooks and eyes .....				20
Iron .....				49
Jewelry .....	101			13
Leather .....	1,027		\$386	1,788
Lard .....	6,557			
Lamps .....				149
Letterpresses .....				9
Liquors .....		4,691	8,850	1,505
Mustard .....	14			
Malt .....	4			185
Medicines .....	3,298	1,821	8,095	6,617
Music boxes .....	45			
Meat .....	82			
Machinery .....	38			4,827
Mills .....				29
Needles, etc. ....				16
Onions .....	568			
Oil:				
Kerosene .....	18,896			
Fish .....	52			
Machine .....	54			
Lubricating .....	62			
Almond .....	45	82		
Sweet .....		185		411
Pipe, iron .....	150			
Potatoes .....	190			
Pepper .....	823			109
Pickles .....	51			10
Paint .....	868			225
Pins .....				15
Pipe, sewer .....	25			
Perfumery .....	722		2,510	2,254
Pumps .....	129			
Packing .....	5			
Potaash .....	67			
Photograph materials .....	130			
Pictures .....		26		
Picture frames .....				7
Pails .....				8
Porcelain ware .....				16
Rivets .....	10			
Rice .....		375		2,177
Rosin .....	575			
Rope .....	4,130			
Rubber tubes .....	54	178		
Soda, bicarbonate of .....	137			
Soda, caustic .....	226			
Sulphur .....	26			
Soap .....	20		6	
Seed, canary .....				18
Seed, cominos .....	115		312	896
Sausages .....	27		14	77
Sauces .....				5
Stationery .....	355	645	686	779
Scales .....	47			
Steel .....	30			
Safe .....	14			
Salt .....	18			
Statuary .....	12			
Straw .....	78			

*Imported into Puerto Cabello from the principal countries for quarter ended March 31, 1899—*  
Continued.

Imports.	United States.	England.	France.	Germany.
Silver .....	\$30			
Sardines .....		\$110		
Stockings .....				\$66
Shirts .....				233
Tobacco .....	1,112			
Timber .....	198			
Tin .....				206
Telephone materials .....	71			
Tools .....	146	2,846		645
Turpentine .....	298			
Taploca .....	5			
Thread .....	78	84		345
Twine .....				171
Toys .....				125
Ties .....				59
Tanks .....				60
Umbrellas .....				110
Velocipedes .....	12			
Vallises .....	8			
Vinegar .....	70			
Water, mineral .....		13		
Wire, fencing .....	2,493			34
Windmills .....	75			
Wine .....			\$12,041	601
Wicks .....				9
Yarn .....	150			
Zinc .....				34
Total .....	125,479	154,769	34,820	52,451

*Imports into Puerto Cabello during the quarter ended June 30, 1899.*

[Value in United States currency.]

Articles.	United States.	England.	France.	Germany.
Animals, live .....	\$15			
Butter .....	7,209			\$628
Bottles .....	1,066			
Building materials .....	2,198			
Barrels, empty .....	140			
Boxes, empty .....	80			
Biscuits and crackers .....	462			
Beer .....				562
Beer materials .....				4,137
Blocking .....	14			
Birds' feed .....				5
Barley flour .....	6,205			
Bicycle materials .....	8			
Cement .....				560
Cloth .....	21,685	\$5,550	\$2,684	17,100
Cloth, oil .....	149			
Coal .....	11			5,597
Cornsheller .....	40			
Clotheshorse .....	10			
Canned goods .....	4,383		1,224	4,566
Cigarette paper .....	709			
Candles .....	308			
Crockery .....				485
Cornstarch .....	202			
Corn .....	1			
Coolers, water .....	10			
Candles .....			120	
Cutlery .....	134			
Corks .....			990	
Clasps .....			12	
Cheese .....				864
Decanters, empty .....				134
Electric-light materials .....				
Furniture .....	327			
Fasteners, wire .....	54			
Fancy articles .....	150			
Fireworks .....			940	
Fireworks .....	56			
Fish, dried .....	782			
Flour .....	25,223			126
Glassware .....	18			

*Imports into Puerto Cabello during the quarter ended June 30, 1899—Continued.*

Articles.	United States.	England.	France.	Germany.
Glass.....	\$155			
Gelatine.....	4			
Glue.....				\$38
Hardware.....	3,777	\$56		2,216
Hat materials.....			\$1,018	1,898
Hops.....	2,497			
Hearse fixtures.....	147			
Hams.....	115			
Leather.....	524			1,858
Lard.....	9,523			
Liquors.....		16	821	628
Lamps.....	1			
Machinery.....	4,064	40	852	2,531
Mirrors.....				
Malt, extract.....	40			
Mills, wind.....	150			
Miscellaneous.....		11		
Medicines.....	8,136		2,399	826
Needles.....			5	
Nails.....	2			
Oil:				
Almond.....	77			
Linseed.....	10			
Fish.....	10			
Machine.....	155			
Fine.....			380	
Coal.....	7,695			
Pharmacy articles.....				101
Pledges.....				240
Perfumery.....	297		851	1,656
Paints.....	676			406
Potatoes.....	70			21
Paper, wrapping.....	25		400	1,083
Printers' ink.....	91			
Printing materials.....	182			
Pots for flowers.....	61			
Porcelain ware.....				7
Preserves.....	4			
Plants.....	4			
Rubber, manufactured.....				15
Railway supplies.....		902		
Rope.....	4,489			
Rice.....				5,789
Rosin.....	780			
Sulphur.....				503
Shoes, molds.....				503
Soda.....	49			
Spirits.....	28			
Sewing machines.....	47			
Stationery.....	174	9	412	1,106
Stationary.....			601	
Spices.....	819			
Seeds, propagating.....	7			
Seeds.....	253			
Tools, agricultural.....	737	110		825
Toys.....	619		50	
Tobacco.....	1,942			
Turpentine.....	25			
Tripe.....	40			
Tar.....	20			
Tobacco, fine.....	70			
Typewriters.....	158			
Tea.....				9
Telephone materials.....	40			
Violins.....	9			
Violin strings.....	48			
Varnish.....	16			
Wood, manufactured.....	16			
Wicks.....				684
Wire fencing.....	1,797			373
Wines.....			6,107	102
	122,254	6,694	20,586	57,764

PUERTO CABELLO IMPORTERS.

*Live animals.*—Mestern & Co.

*Butter.*—Edo. Berrizbeitia, A. Braschi & Sons, Boulton & Co., A. Ermen, M. Frey, J. Frey & Co., Alejo Fuentes, Gross & Co., R. & O. Kolster; Leseur, Römer & Baasch; Rivas, Fensohn & Co.; Carlos Rodriguez.

- Bottles*.—Garcis & Co.  
*Building materials*.—Edo. Berrizbeitia, A. Braschi & Sons, Boulton & Co., A. Ermen, Gross & Co., R. & O. Kolster; Leseur, Römer & Baasch; Rivas, Fensohn & Co.  
*Barrels, empty*.—Braschi & Sons, M. Frey.  
*Cigar boxes*.—José A. Lopez.  
*Biscuits and crackers*.—A. Braschi & Sons, Blohm & Co., E. Berrizbeitia, Boulton & Co., A. Ermen, M. Frey, Frey & Co., Gross & Co., R. & O. Kolster, O. Rodriguez.  
*Beer*.—A. Ermen, M. Frey, Gross & Co.; Rivas, Fensohn & Co.; C. Rodriguez.  
*Blocking*.—A. Braschi & Sons.  
*Birds' feed*.—Boulton & Co.  
*Barley flour*.—Brewery, R. & O. Kolster.  
*Bicycle materials*.—Leseur, Römer & Baasch.  
*Cement*.—E. Berrizbeitia.  
*Cloth*.—Ascher & Co., W. Albrecht; Ackel, Isaac & Co.; Braschi & Sons, E. Berrizbeitia, Blohm & Co.; Becker, Gosewich & Co.; Calafa & Co., A. Ermen, B. Farbes, N. Gonzalez, Haitman & Cureau; Leseur, Römer & Baasch; Lindheim; J. Miner; Rivas, Fensohn & Co., V. Vargas.  
*Oil*.—E. Berrizbeitia, B. Farbes, M. Frey; Rivas, Fensohn & Co.  
*Coal*.—E. Berrizbeitia, M. F. de Guruceaga, R. & O. Kolster, Mestern & Co.  
*Cornsheller*.—Leseur, Römer & Baasch.  
*Clotheshorse*.—C. Rodriguez.  
*Canned goods*.—Boulton & Co., A. Braschi & Sons, E. Berrizbeitia, A. Ermen, M. Frey, A. Fortier, Gross & Co., R. & O. Kolster; Leseur, Römer & Baasch; Rivas, Fensohn & Co.; C. Rodriguez.  
*Cigarette paper*.—R. & O. Kolster, J. A. Lopez, Plan & Co.; Rivas, Fensohn & Co.  
*Candles*.—A. Braschi & Sons, E. Berrizbeitia, Boulton & Co., A. Ermen, M. Frey; Rivas, Fensohn & Co.  
*Crockery*.—A. Braschi & Sons, Boulton & Co., Rivas, Fensohn & Co.  
*Cornstarch*.—A. Braschi & Sons, Boulton & Co., M. Frey.  
*Corn*.—R. & O. Kolster.  
*Coolers, water*.—A. Ermen.  
*Candy*.—Rivas, Fensohn & Co.  
*Cutlery*.—B. Farbes, Rivas, Fensohn & Co.  
*Corks*.—Brewery.  
*Clasps*.—Rivas, Fensohn & Co.  
*Cheese*.—A. Braschi & Sons, Boulton & Co., Blohm & Co., E. Berrizbeitia, A. Ermen, M. Frey, R. & O. Kolster, C. Rodriguez.  
*Decanters, empty*.—A. Braschi & Sons, A. Ermen.  
*Electric-light materials*.—American Electric Manufacturing Company.  
*Furniture*.—E. Berrizbeitia, Mestern & Co.  
*Fasteners, wire*.—E. Berrizbeitia, A. Ermen.  
*Fancy articles*.—Farbes & Co., S. Joaquim; Rivas, Fensohn & Co.  
*Fireworks*.—A. Braschi & Sons.  
*Fish, dried*.—Boulton & Co., A. Ermen, A. Fuentes, M. Frey, Frey & Co., Gross & Co., R. & O. Kolster; Leseur, Römer & Baasch; C. Rodriguez.  
*Flour*.—Boulton & Co., A. Braschi & Sons, E. Berrizbeitia, Blohm & Co., A. Ermen, M. Frey, A. Fuentes, Gross & Co., R. & O. Kolster; Leseur, Römer & Baasch; C. Rodriguez; Rivas, Fensohn & Co.  
*Glassware*.—Boulton & Co.  
*Glass*.—A. Braschi & Sons, M. Frey, B. Farbes, R. & O. Kolster; Mestern & Co.; Rivas, Fensohn & Co.  
*Gelatin*.—A. Fuentes.  
*Glue*.—Boulton & Co.  
*Hardware*.—Albrecht & Co., A. Acosta, E. Berrizbeitia, Blohm & Co., Bolivar Railway Company, M. Frey, Gotze & Lange, R. & O. Kolster; Leseur, Römer & Baasch; Mestern & Co.; Rivas, Fensohn & Co.; Vallenilla, Lanz & Co.  
*Hat materials*.—Ascher & Co.; E. Berrizbeitia; Rivas, Fensohn & Co.  
*Hops*.—Brewery, A. Ermen.  
*Hearse fixtures*.—Banco de Venezuela.  
*Hams*.—Boulton & Co., Gross & Co.  
*Leather*.—Ascher & Co., A. Braschi & Sons, E. Berrizbeitia, Banco de Venezuela, A. Rutman; Rivas, Fensohn & Co.; C. Rodriguez.  
*Lard*.—Ascher & Co., Boulton & Co., A. Braschi & Sons, E. Berrizbeitia, A. Ermen, A. Fuentes, M. Frey, Gross & Co., R. & O. Kolster, Quintero Brothers, C. Rodriguez.  
*Lamps*.—M. Frey.  
*Machinery*.—A. Acosta, American Electric Manufacturing Company, A. Braschi & Sons, Bolivar Railway Company, Pedro Dachary, M. & J. Frey, Garcia Brothers,

Great Venezuela Railroad, Herreras & Sons; Leseur, Römer & Baasch; Francisco Llanos; Mestern & Co., C. Meyer & Co., Puerto Cabello and Valencia Brewery, Puerto Cabello and Valencia Railway Company; Rivas, Fensohn & Co.; Julio Shroup.

*Mirrors*.—E. Berrizbeitia.

*Malt extract*.—R. & O. Kolster.

*Medicines*.—A. Braschi & Sons, A. Blanbach, Boulton & Co., E. Berrizbeitia, Bolas, A. Ermen, M. Frey, Feo Brothers, M. Garces & Co., R. & O. Kolster, J. J. Mata, Mestern & Co., C. Meyer; J. Romero; Rivas, Fensohn & Co.

*Needles and nails*.—Rivas, Fensohn & Co.

*Onions*.—A. Braschi & Sons, A. Ermen, A. Fuentes.

*Oil, almond*.—A. Braschi & Sons, E. Berrizbeitia.

*Oil, linseed and fish*.—A. Braschi & Sons.

*Oil, machine*.—Puerto Cabello and Valencia Railway.

*Oil, sweet*.—Boulton & Co., Braschi & Sons, Gross & Co.

*Oil, coal*.—Boulton & Co., Braschi & Sons, Blohm & Co., E. Berrizbeitia, A. Ermen, M. Frey, Gross & Co., R. & O. Kolster; Leseur, Römer & Baasch; C. Rodriguez; Rivas, Fensohn & Co.

*Perfumery*.—A. Braschi & Sons, E. Berrizbeitia, Blohm & Co., A. Ermen, M. & J. Frey, Joaquim Saba; Rivas, Fensohn & Co.

*Paints*.—E. Berrizbeitia, Braschi & Sons, Boulton & Co., M. Frey, Gross & Co., Gotz & Lange, M. Garces & Co., R. & O. Kolster, Mestern & Co.; Rivas, Fensohn & Co.

*Potatoes*.—E. Berrizbeitia, Boulton & Co., A. Ermen.

*Paper wrapping*.—Ascher & Co., A. Betancourt, A. Ermen; Gross & Co., Gotz & Lange, R. & O. Kolster; Leseur, Römer & Baasch; Rivas, Fensohn & Co.

*Printers' ink and printing materials*.—Braschi & Sons, Boulton & Co.; Rivas, Fensohn & Co.

*Railway supplies*.—Bolívar Railway Company.

*Rope*.—Braschi & Sons, E. Berrizbeitia, Boulton & Co., M. Frey, Gross & Co., R. & O. Kolster; Leseur, Römer & Baasch; C. Rodriguez.

*Rice*.—Braschi & Sons, Boulton & Co., Betancourt & Vogeler, A. Ermen, M. Frey, Gross & Co.; Rivas, Fensohn & Co.; C. Rodriguez.

*Resin*.—E. Berrizbeitia, A. Ermen, J. Frey, J. J. Mata.

*Sulphur*.—M. Frey.

*Soda*.—M. Frey, J. J. Mata.

*Spirits*.—J. J. Mata.

*Sewing machines*.—Rivas, Fensohn & Co.

*Stationery*.—Braschi & Sons, Baasch, Paz & Co.; Boulton & Co., Blohm & Co., A. Ermen, B. Farbes, M. Frey, R. & O. Kolster; Leseur, Römer & Baasch; C. Rodriguez; Rivas, Fensohn & Co.

*Seeds, propagating*.—E. Berrizbeitia, Braschi & Sons, Boulton & Co., A. Fuentes, Gross & Co.

*Tools, agricultural*.—Braschi & Sons, Boulton & Co., Pedro Dachary, A. Ermen, M. Frey, Gross & Co., Leseur, Römer & Baasch; Mestern & Co., Rivas, Fensohn & Co.

*Toys*.—Mestern & Co., Rivas, Fensohn & Co.

*Tobacco*.—Braschi & Sons, Boulton & Co., A. Ermen, M. Frey; Rivas, Fensohn & Co., C. Rodriguez, Blohm & Co.

*Turpentine and type*.—R. & O. Kolster.

*Typewriters*.—Boulton & Co., Rivas, Fensohn & Co.

*Tea*.—Boulton & Co.

*Telephone materials*.—E. Berrizbeitia.

*Violins and violin strings*.—Rivas, Fensohn & Co., A. Ermen.

*Varnish*.—E. Berrizbeitia.

*Wood manufactured*.—Boulton & Co.

*Wind mills*.—Rivas, Fensohn & Co.

*Wicks*.—J. Frey.

*Wire fencing*.—Braschi & Sons, E. Berrizbeitia, A. Ermen, M. Frey, R. & O. Kolster; Leseur, Römer & Baasch.

*Wines*.—Braschi & Sons, E. Berrizbeitia, A. Betancourt, Boulton & Co., A. Ermen, M. Frey, A. Fortier, Gross & Co., R. & O. Kolster, A. de Luca, C. Rodriguez; Rivas, Fensohn & Co.; Clara Santelli, Pedro Serra, Plan & Co.

*Exports to the principal countries from Puerto Cabello for the year ended June 30, 1899.*

[Value in United States currency.]

Exports.	United States.	Cuba.	France.	Germany.
Beef (dried) .....	\$13,774.36	\$5,086.58	.....	.....
Barrels .....	.....	.....	.....	\$198.00
Cattle .....	.....	795,872.00	.....	.....
Coffee .....	174,873.08	1,287.79	\$1,257,459.74	444,644.21
Cocoa .....	5,181.54	.....	106,837.39	51,390.05
Cocoanuts .....	.....	.....	400.00	.....
Cocoanut meat .....	.....	.....	.....	3,894.36
Cotton .....	.....	.....	800.00	.....
Carob fruit .....	.....	.....	96.50	.....
Copper .....	.....	.....	24.90	216.08
Cassave .....	.....	22.77	.....	.....
Cattle hair .....	.....	.....	.....	15.68
Dividivi .....	.....	.....	.....	204.56
Fertilizer (copra) .....	.....	.....	2,000.00	200.00
Gold, old .....	.....	.....	.....	88.60
Hides:	.....	.....	.....	.....
Cattle .....	168,242.90	.....	10,000.00	.....
Goatskins .....	98,148.08	.....	3,083.60	.....
Deerskins .....	2,485.96	.....	.....	.....
Horns .....	.....	.....	683.35	82.60
Oranges .....	.....	.97	.....	.....
Rosin .....	.....	.....	.....	110.00
Sweets .....	.....	.....	8.86	.....
Shells .....	.....	.....	.....	62.78
Tobacco .....	6.18	.....	579.00	77.20
Typewriter .....	23.16	.....	.....	.....
Timber .....	.....	.....	5,000.00	606.79
Tonca beans .....	245.36	.....	.....	.....
Total .....	462,980.62	802,220.06	1,386,823.34	501,736.09

*Value of imports and exports of Puerto Cabello, by principal countries, year ended June 30, 1899.*

Countries.	Imports.	Exports.	Total.
United States .....	\$733,728.23	\$462,980.62	\$1,196,658.85
Cuba .....	.....	802,220.06	802,220.06
England .....	825,513.00	3,441.58	328,954.58
France .....	97,164.82	396,823.34	493,988.16
Germany .....	256,925.03	501,736.09	758,661.72
Holland .....	123,540.60	58,212.66	181,753.16
Italy .....	66,714.00	25,267.23	94,001.23
Spain .....	85,868.00	38,100.07	121,968.07
Total .....	1,691,458.58	2,276,762.26	3,968,205.83

#### GOODS IMPORTED INTO PUERTO CABELLO FROM THE PRINCIPAL COUNTRIES.

*United States.*—Apples, acid, animals, butter, bicycle sundries, barley, bacon, building materials, beeswax, blacking, beans, boxes, brushes, belting, barrels, biscuits, blankets, birdseed, carts, cement, cigarettes, cigarette paper, copper, canned goods, cloth, coal, cornshellers, clotheshorses, candies, cornstarch, corn, coolers, cutlery, crackers, cinnamon, candles, candle wicks, canvas, dentists' tools, electric-light materials, elastics, extracts, furniture, fancy goods, fireworks, fish (dried), fish lines, flour, gold, glassware, glass, gelatin, glue, grocers' sundries, gum arabic, hardware, hat materials, hops, hearse fixtures, hams, horse collars, hay, hair sieves, jewelry, leather, lard, lamps, letterpresses, mustard, malt, medicines, music boxes, meat, machinery, mirrors, mills, nails, onions, oil (kerosene, fish, machine, lubricating, almond, sweet), perfumery, paint, potatoes, paper, printers' ink, printers' materials, pots, porcelain ware, preserves, plants, pipe, pepper, pickles, pins, pumps, packing, potash, photographers' materials, pictures, pails, rubber, railway supplies, rope, rice, rosin, rivets, rubber tubes, soda, sulphur, soap, seeds, sausages, stationery, scales, steel, safes, salt, statuary, straw, silver, shoe molds, spirits, sewing machines, spices, tobacco, timber, telephone materials, tools, tapioca, turpentine, thread, toys, type, tar, typewriters, ties, tanks, trunks, velocipedes, valises, vinegar, violins, varnish, wood (manufactured), wire fencing, wire, windmills, yarn.

*England.*—Ale, bluing, brushes, belts, cloth, crockery ware, cement, grocers' sundries, hops, hardware, liquors, machinery, oils, pictures, railway supplies, rice, rubber tubes, stationery, sardines, tools, thread, water (mineral).

*France.*—Anise seed, butter, building materials, belts, candies, canned goods, corks, clasps, cloth, fancy goods, hat materials, liquors, machinery, mirrors, medicines, oils, perfumery, paper, stationery, spices, seeds, toys, wines.

*Germany.*—Acid, asbestos, anise seed, alcohol, butter, bottles, buttons, barley, building materials, bluing, boxes, brushes, bees, birdseed, crockery ware, cutlery, cheese, corkscrews, corks, copper, combs, candies, canned goods, cloth, crackers, candlesticks, decanters, emery cloth, earthenware, furniture, gum arabic, glass, gelatin, grocers' sundries, glassware, glue, hardware, hops, hat materials, iron, jewelry, leather, liquors, lamps, malt, machinery, mills, medicines, needles, oils, potatoes, pepper, pickles, paint, perfumery, picture frames, pails, porcelain ware, pharmacy goods, rice, rubber (manufactured), seeds, sausages, stationery, stockings, shirts, sulphur, shoe molds, soda, tools, tea, tin, thread, twine, toys, ties, tanks, umbrellas, wire, wire fencing, wine, wicks, zinc.

*Holland.*—Cutlery, cement, cloth, copper, cheese, candles, files, hardware, liquors, medicines, oils, paints, pitch, wire.

*Italy.*—Cheese, cloth, canned goods, oils, paints, stationery, statuary, spices, wines.

*Spain.*—Cloth, canned goods, cigarette paper, mirrors, onions.

*Declared value of exports from Puerto Cabello to Cuba during the year ended June 30, 1899.*

Articles.	Total.
Beef .....	\$5,086.53
Cattle .....	795,872.00
Coffee .....	1,287.79
Cassava .....	22.77
Oranges .....	.97
Total .....	802,220.06

### SUPPLEMENTARY.

Under date of October 23, 1899, Mr. Ellsworth says:

During the first six months of the fiscal year of 1899, trade here was handicapped by the Hernandez revolution and the smallpox, and in the last six the products of this district (coffee, etc.) sold at such a low figure that the planter had hardly enough receipts to cover his indebtedness for money and goods already received on the crops.

No complaint worthy of notice is made relative to the way our merchants and others pack their goods. Of course, everyone shipping to this district should be advised that the more an article weighs the more is the duty to be paid. Therefore there is need of judgment in selecting the box to pack it in.

The gold basis exists here—that is, a silver Venezuelan peso fuerte (dollar) can be exchanged for gold at par.

United States currency sells for from 3 to 4 per cent when one takes Venezuelan currency in exchange.

The harbor is most excellent—in fact, it is considered one of the best in Venezuela.

The Red D Line (Boulton, Bliss & Dallett, agents, New York City) and the Prinz Wilhelm Line (Kunhardt & Co., New York City, agents) are the principal lines of steamers between this port and the United States. The former sends here two steamers and the latter one steamer per month. These carry passengers and cargo between here and the United States.

The trade with Cuba from this port is handled by Norwegian and British steamers.

Of the 253 foreign ships arriving in this port for the fiscal year ended June 30, 1899, there were but 26 American.

Passports are never asked for except when a foreigner desires to evade some law, such as the one that gives the officials here a right to take people for the army, etc.

For harbor regulations at this port see Consular Reports, No. 228, September, 1899 (Advance Sheets, No. 490, July 31).

For new enterprises here see my report in Consular Reports, No. 230, November, 1899 (Advance Sheets, No. 528, September 14).



# ASIA.

## ADEN.<sup>1</sup>

Aden is not a great commercial center, but is almost purely a military fortress; but owing to its admirable position and military protection, it is the entrepôt of trade for all southwest Arabia and large parts of Somaliland and Abyssinia with the rest of the world. Here, all the produce from these places is brought for shipment to Europe and America, and the camel caravans which carry these native products return laden with sheetings, kerosene, etc., which supply the meager wants of the native. In this sense Aden is a very important, though small, port for commerce.

### TOTAL TRADE.

The entire trade of Aden for the year ending March 31, 1899, was \$27,196,727.04, the imports being \$14,819,805.04, while the exports amounted to \$12,376,872. There is an increase of \$3,310,896.19 in the trade over the previous year, of which amount about 50 per cent is in skins alone, the balance being in various articles.

*Value of exports to United States for the years ending June 30, 1898 and 1899.*

	1898.	1899.		1898.	1899.
Cigarettes .....	\$65.93		Iron ore .....		\$2,970.00
Civet .....	1,747.86	\$676.25	Ivory .....	\$50,508.78	29,746.69
Coffee .....	551,141.10	554,795.16	Shells, mother-of-pearl .....	9,202.88	
Curiosities .....	88.06		Skins, calves .....	114.78	768.24
Drugs .....	1,211.30		Skins:		
Fiber .....		170.28	Sheep and goat .....	1,138,818.96	1,334,552.04
Feathers:			Lions .....	56.25	
Boas .....	8.17		Spears, Somali .....	1.68	
Fans .....	88.59		Sundries .....	374.41	69.47
Ostrich .....	523.35				
Gum of myrrh .....	200.18	807.48	Total .....	1,754,096.85	1,924,555.57
Honey .....	49.06				

It will be seen that coffee has slightly increased; the quantity shows a greater gain. This is not a fair comparative statement of the coffee exports to the United States, for they have been much greater than would appear from this. For the last six months large quantities have been invoiced direct from Hodeida which formerly were sent from Aden. The establishment of the Khedival Steam Navigation Company's steamers from Suez to Aden, calling at Red Sea ports, affords an excellent opportunity for direct shipment from Hodeida.

<sup>1</sup> In reply to circular of July 10, 1899.

## SKINS.

The sheep and goat skin trade is of great importance, and these show the greatest increase in value of any export to America. But, unlike coffee, the price has been rising for the last six or eight months, and the declared invoice valuation has been the highest in the history of the business at this port. During the first six months of 1899, there were 1,693,740 skins shipped from here to United States ports, at a declared value of \$650,018.60.

Another change in this branch has occurred since my last report. France, England, and Germany are buying more than formerly. Two local firms which for a number of years have been indifferent shippers to America, on the 1st of January became active and heavy buyers for Marseilles and London. These shipments to Europe in former years were confined almost entirely to sheepskins, while at present large quantities of goatskins also go to European markets.

It is not possible to obtain the exact percentage of the output which goes to Europe, but it is estimated by other shippers that about 45 per cent of the output has been sold there during the six months ending June 30, 1899, while in 1897-98 only 29 per cent went to Europe. It is generally thought among the trade here, however, that much which is shipped to Marseilles and London is reshipped to New York. Is this true, or is Europe beginning to manufacture leather goods which we have been producing exclusively?

## IRON ORE.

The iron ore which appears in the list as a new article is from the Isle of Hormuz, in the Persian Gulf; since the invoices are certified from this consulate, it appears as an export from Aden.

## IMPORTS FROM THE UNITED STATES.

There has been a substantial increase (\$384,100.16) in the imports from the United States during the past year. The total imports amounted to \$1,183,222.40. A few new articles will be noticed from the comparative table which appears below, but the increase is due almost entirely to increased importation of cotton goods.

*Comparative statement of value of the principal imports from the United States for the years ending March 31, 1898 and 1899.*

	1898.	1899.		1898.	1899.
Cotton:			Hardware.....	\$72.00	\$337.60
Piece goods.....	\$757,500.80	\$1,157,445.44	Wines and spirits....	858.24	203.20
Twists and yarns.....		640.00	Provisions.....	766.40	1,140.80
Oil:			Woolen piece goods.....		841.60
Kerosene.....	32,144.00	15,800.00	Manufactured		
Other kinds.....		1,076.80	leather, not boots		
Apparel.....		441.92	and shoes.....	128.00	
Boots and shoes.....	70.40	508.68	Miscellaneous arti-		
Carriages and carts...	4,592.00	1,699.52	cles.....	1,723.20	1,102.72
Clocks and watches...	123.00	523.00			
Manufactured tobacco	1,139.00	1,461.12	Total.....	799,122.24	1,183,222.40

Cotton goods and petroleum compose the bulk of the imports, and perhaps will continue to do so until the wants of the native population supplied from here become more numerous and diversified. Give the

average native his American sheeting for a garment and his kerosene oil, and he wants but little else the country does not provide.

In cotton piece goods alone, it appears there has been an increase of more than a quarter of a million dollars. These cotton goods being a staple article of import here, I am frequently asked why the manufacturers of the United States do not give credits similar to those given by Manchester mills. I do not know whether it would pay them to do so or not; certainly I would not advise indiscriminate credits, and to but few native firms, but from what I have seen I am sure that foreign manufacturers of this line of goods give better inducements as to payments than do those in the United States.

A small shipment of cotton twists and yarns has been made from America, and, as I have suggested previously, this seems to me to be a step in the right direction, and will be instrumental in increasing our trade in this section.

The noticeable decrease in kerosene oil is due more to the cheapness of the Russian oil than to anything else. The demand for a cheaper oil is increasing, and for this reason the Russian oil imports increase. The poorer quality does not seem to hinder the demand. The packing of the American oil in substantial boxes I have heard commented on very favorably, as being suitable for transportation by camel caravan to the interior.

There has been for many years a small demand for manufactured plug tobacco, which continues with slight extensions. There are a few parties here who use some brands of American smoking tobacco, and while they prefer it, in fact keep it all the time for their own use, they object to the way it is put up in open tin cans. I have had frequent inquiries whether any firm put tobacco up in hermetically soldered packages, as is done in the United Kingdom, for export to hot, damp, and humid climates. I do not know whether any of our manufacturers do this, but if they do, it would be to their advantage to let foreign buyers know it. Perhaps I should add, lest someone may think there is an opening here for an immense trade of smoking tobacco, that the demand would be small; but these requirements apply to a number of tropical places in the East. I have heard the complaint from consumers in other places as well as in Aden.

#### WHISKY.

A number of distillers have written me about the prospects of introducing American whisky here. From the experience of a distiller who sent a small consignment during the past year, I would say there is but little opening. Scotch whisky is the favorite, and is drunk only in soda. Whisky and soda is the popular drink in these parts, as in many tropical places, and American whisky is not suitable for such a mixture.

#### QUOTATIONS.

Our exporters should make quotations in sterling, as merchants who do not deal regularly with America are not familiar with the exchange value of our dollar, while they fully understand a quotation when made in sterling. Only a few days ago a dealer in cotton goods, who has always bought at Manchester, brought some quotations from a New York house to inquire how much the price would amount to in sterling.

## CUSTOM DUTIES.

This is practically a free port, and no duties are charged on imports except on liquors of all kinds, wines, intoxicating drugs of all sorts, and manufactured tobacco. The only general charge that is made on imports is a small landing or wharfage fee, which is assessed on all goods landed in Aden.

## CURRENCY AND BANKS.

The currency in circulation here is the Indian rupee and fractional coins and the Maria Theresa dollar. The exchange value of the rupee to-day is 1s. 4d., or \$0.324, and is comparatively steady. The Maria Theresa dollar fluctuates very widely, and is not in general use except in payment for produce brought from Turkish Arabia and some Somali places, where it is exclusively used. The present value of the dollar is about 45 cents.

There is but one bank here, and that is a branch of the National Bank of India, of London, which has several branches in India and other British possessions in the East. The principal business of a bank here is exchange. Drafts on London represent the only means of remittance to the United States. Money is loaned at about 10 per cent per annum.

## COMMERCIAL LICENSES.

No commercial license is required for travelers, nor is any special tax assessed against foreigners who engage in business. No passport is necessary.

## COMMUNICATIONS.

No new telegraph lines have been erected since my last report.

The mail facilities are the same as a year ago, but I understand the North German Lloyd Company contemplates increasing its service to the East, so as to give us a weekly mail by this line of steamers, instead of fortnightly, as at present.

The only change in postage rate in the past year is what is known as the penny-postage rate, put into effect last January between the United Kingdom and a number of her colonies, which gives Aden the benefit of the cheaper letter rate.

The means of transportation of cargo between here and the United States remain about the same as heretofore reported, and the freight rates are likewise practically unchanged.

There are no railroads in this section.

E. S. CUNNINGHAM, *Consul*.

ADEN, *November 1, 1899.*

## BRITISH INDIA.

## CALCUTTA.

The trade of the year under review was fairly good, though not exceptionally so, as demonstrated by the figures appended, which are for five years:

## IMPORTS.

	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Merchandise .....	\$217,519,057	\$214,880,824	\$222,935,560	\$215,202,372	\$218,817,091
Gold.....	5,444,468	15,590,733	13,922,654	22,571,788	28,288,172
Silver.....	24,188,458	25,822,119	26,610,989	40,904,696	28,940,489
Total .....	247,151,978	256,293,676	263,469,153	278,678,858	276,045,752

## EXPORTS.

Foreign merchandise re-exported.....	\$15,677,968	\$14,624,299	\$12,504,274	\$11,628,638	\$10,787,781
Indian merchandise.....	321,648,513	339,591,434	309,630,046	290,738,913	349,920,886
Gold.....	20,864,159	7,780,282	6,820,435	7,355,472	7,477,267
Silver.....	4,495,698	5,359,850	8,349,825	4,760,451	16,228,912
Total .....	362,686,348	367,335,865	337,304,580	314,483,469	384,414,766

The total import trade was not in excess of the average, and imports of merchandise were smaller than in the preceding four years. The export trade was not  $2\frac{1}{2}$  per cent larger than the trade of 1894-95, four years previously, and less than  $1\frac{1}{2}$  per cent in excess of the trade of 1895-96, three years before. In a country which is undergoing development in every direction, large as the trade was, it might reasonably have been expected to be larger.

The trade of the year would have been better if the conditions had been entirely favorable, which they were not. The effects of the famine, which was so prominent a feature in influencing commercial relations in 1896-97 and 1897-98, were neutralized by the autumn harvest which was brought to market in 1897, but the prices of food grains, though they began to fall in October, 1897, did not resume the level of the period before the famine until the autumn harvest of 1898 was assured.

A marked feature in the record of 1898-99 was the stringency of the money market. This lasted from the outbreak of the famine, in the autumn of 1896, until the end of June, 1897, the bank rate rising and remaining at a very high level to the end of the year 1897-98. Nor did the stringency then cease, for the rate remained high in the first three months of the year now under consideration, a period during which the exportation of wheat was carried on with the greatest activity. Fortunately, the stringency came to an end in June, 1898, and the export trade since that time has not been harassed by a bank rate in excess of 7 per cent.

Much of the prosperity which has attended the trade of 1898-99 may be ascribed to the excellent conditions of trade in the United Kingdom and the United States, aided by the maintenance throughout the year of a steady rate of exchange, the stability maintained from month to month inspiring confidence. Thus there was no longer

occasion to take capital away from India, to thrust goods on the market as fast as possible before a fall in exchange should occur, and to withhold exports in the hope of a fall. This stability in exchange enabled the country to utilize to the fullest advantage all the other conditions which tended to favor trade. A large demand for wheat, at prices unusually in excess of the level of recent years, set in when the peasants of the Punjab had gathered a very good harvest, and the trade in rice resumed its normal course, from which it had been diverted by the famine of 1896-97, and exports were stimulated by a scanty harvest in Japan.

If it had not been for the active trade in wheat it would be necessary to class the year as by no means a good one, for though in some articles in the export trade values were higher than in the preceding unfavorable year of 1897-98, others were below the level of former years. Among these are cotton, cotton manufactures, indigo, jute, opium, and oil seeds.

The aggregate value of the trade of the year, imports and exports together, and of the trade of the preceding four years is stated below:

	Inclusive of Government transactions.	Exclusive of Government transactions.
1894-95 .....	\$640,800,160	\$629,438,275
1895-96 .....	655,677,721	643,746,627
1896-97 .....	633,995,289	619,899,984
1897-98 .....	636,669,056	622,126,051
1898-99 .....	672,666,515	660,460,646

The trade with the United Kingdom (imports and exports of merchandise) amounted in the year to 45 per cent of the whole trade in merchandise, including Government stores. Of imported merchandise upward of 70 per cent was received from England, being either of English origin or shipped from the continent and the United States to be reshipped to India. Approximately 93 per cent of the merchandise imported into India was received from countries in which gold is the standard.

The share of the United Kingdom in the exports of India is much smaller than in the imports, being not quite 30 per cent of the whole. Nearly 78 per cent of the merchandise exported from India is destined to countries of which gold is the currency.

#### TARIFF.

The only important change in the customs tariff was the addition to the import duty, near the end of the year, of countervailing duties on sugar imported from or produced in countries in which bounties are granted on its exportation.

The Government of India decided to follow the example of the United States and to neutralize the effects of the continental bounties by the imposition of countervailing duties on bounty-fed beet sugar.

#### HARDWARE AND CUTLERY.

The value of the imports of hardware and cutlery was slightly lower than in the preceding year, the decrease being in cutlery and agricul-

tural and other implements. Below is given the value of imports during the last two years.

	1897-98.	1898-99.
Cutlery .....	\$306,807	\$279,846
Agricultural implements .....	275,397	195,986
Other implements and tools .....	406,430	817,683
Sewing machines .....	101,280	178,982
Unspecified hardware .....	3,581,212	3,603,948
Total .....	4,581,212	4,576,396

The United Kingdom continues to supply these articles to the extent of rather more than three-fourths of the whole imports, while Belgium, Germany, and Austria remain about equal. The United States is now having a larger share of the business, and I am satisfied that our manufacturers could increase their trade very greatly by putting the right class of men in the field.

#### IRON AND STEEL.

The appended list enumerates the principal forms in which iron and steel are imported, and those in which iron is being discarded in favor of steel.

	1896-96.	1896-97.	1897-98.	1898-99.
<i>Iron.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
Angle, bolt, and rod .....	757,795	781,613	787,239	595,999
Bars .....	598,426	538,458	536,004	535,257
Galvanized .....	726,430	814,459	782,980	682,997
Sheets and plates, block and tinned .....	561,887	435,440	602,367	439,859
Pipes and tubes .....	383,771	351,965	398,330	237,816
Beams, pillars, girders, and bridge work .....	244,774	153,516	101,407	69,719
Pig .....	201,067	260,958	217,415	244,224
Nails, screws, rivets, and washers .....	211,355	179,476	206,711	162,535
Hoop .....	92,394	89,923	84,226	82,756
<i>Steel.</i>				
Bars .....	598,943	582,501	800,338	679,144
Beams, pillars, girders, and bridge work .....			287,482	292,258
Sheets and plates .....	321,511	287,888	278,652	241,836
Hoop .....	223,536	221,743	235,977	280,879
Cast .....	8,516	15,330	25,248	16,149

The figures in the subjoined table illustrate the extent of the competition of Belgium and Germany with England in the supply of iron and steel to the Indian market (in cwt.).

	From United Kingdom.		From Belgium.		From Germany.	
	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.
1894-95 .....	1,056,721	369,753	1,176,179	443,091	75,264	84,063
1895-96 .....	2,479,458	710,581	1,379,139	936,498	49,106	52,753
1896-97 .....	2,417,646	713,661	1,295,585	806,815	58,525	26,031
1897-98 .....	2,723,997	810,858	1,035,874	1,001,127	39,105	25,061
1898-99 .....	2,065,049	765,086	1,007,618	849,006	41,098	21,922

Last year, the United States entered into the competition with about 35,000 hundredweight of steel, principally in the form of steel rails.

Regarding this market for our iron and steel manufactures, I refer to my report on "The Railways of India,"<sup>1</sup> dated August 31, 1899, in which I stated that there were now 3,568 miles of railways under construction or sanctioned, and called the attention of our manufacturers of railway supplies and bridge work to this market for their products.

The fact that our manufacturers are furnishing nearly all of the locomotives for the Russian and Japanese railways; that many have recently been delivered by them in India and others contracted for; that even in Great Britain several of the railways have ordered locomotives from the United States; that we are furnishing cars and other railway supplies, and that our bridge builders went into the open market and successfully competed for the building of the great steel bridge at Atbara, Egypt, and that we now are sending agricultural implements to Australia, demonstrates that the United States can compete successfully in all manufactures of iron and steel.

#### RAILWAY MATERIALS.

The importations of railway material were as follows:

In—	For companies.	For the State.
1895-96 .....	\$4,865,868	\$6,462,508
1896-97 .....	8,187,513	7,720,798
1897-98 .....	8,827,363	8,287,094
1898-99 .....	6,039,406	6,563,360

The imports, though smaller than in 1897-98, continue on the large scale which began in 1895. The value of the imports the last three years exceeds \$45,000,000, indicating the extent of this market for railway supplies. A small importation of rails from the United States in 1897-98 was followed by another and larger one last year, about 4,000 tons of American rails having been imported; but there were 76,000 tons imported from the United Kingdom, the figures being in the proportion of 19 English tons to 1 American, which leaves a large margin of improvement for our manufacturers.

#### MACHINERY AND MILLWORK.

The imports of machinery and millwork were as follows:

In 1896-97 .....	\$11,229,318
In 1897-98 .....	9,144,886
In 1898-99 .....	9,778,979

The decline in 1897-98 was mainly due to the severe stringency in the money market and the dislocation of business in Bombay on account of the plague, which interfered with the building of new mills and factories. In Bengal last year there was a further decline, due to local conditions which were adverse to the cotton and jute mills. It is probable that there will be larger imports this year.

<sup>1</sup>See Advance Sheets of Consular Reports, No. 549, October 10, 1899; Consular Reports No. 231, December, 1899.



## MINERAL OIL.

The large importations of mineral oil in 1897-98, when 87,000,000 gallons were imported, were followed by the more moderate but considerable importations of 82,000,000 gallons last year. Of this quantity, 50,900,000 gallons were Russian oil and 23,600,000 gallons American. All of the kerosene oil from the United States is imported in cases, Russian and Sumatran oil being imported to some extent in bulk. About 22,000,000 gallons were so imported last year. The imports of oil from Sumatra have not been maintained, the trade declining from 7,500,000 gallons in 1897-98 to less than 4,500,000 gallons last year. It is reported that there are indications of the Sumatran oil fields giving out, but it may be that exporters find a readier market in countries east of India and nearer Sumatra, where competition with oil from Russia and the United States is easier.

## COTTON IMPORTED.

The small trade in cotton is of interest, because the bulk of the imports consists of American and Egyptian long-stapled cotton, required for the spinning of the higher counts of yarn, for which the short-stapled Indian cotton is unsuitable. The efforts to grow and acclimatize Egyptian cotton in India remain in the experimental stage, and the prospects of success are not reassuring. Conditions up to the present time have not been favorable.

## COTTON FABRICS.

Cotton fabrics last year constituted 36 per cent of all the merchandise imported.

The fabrics imported may be grouped in three large classes: Unbleached piece goods, bleached piece goods, and dyed piece goods, each class, of course, including an infinite variety of cloths. The imports and relative proportion of each class are indicated by the figures appended:

In—	Gray (unbleached).	White (bleached).	Colored, printed, or dyed.
	<i>Yards.</i>	<i>Yards.</i>	<i>Yards.</i>
1896-97.....	1,222,920,000	414,164,000	859,918,000
1897-98.....	1,149,480,000	432,732,000	273,386,000
1898-99.....	1,257,721,000	414,959,000	396,420,000

Here we find a restricted trade in gray and colored goods followed last year by an increase, while a relatively large trade in bleached goods was followed by a small decline. It will be noticed that the trade may be said to average about 1,200,000,000 yards of gray goods and 800,000,000 yards of the other two classes, or about 2,000 million yards altogether.

The principal varieties of goods under each of the three great classes and the quantity of each imported last year are stated below (in million yards):

Articles.	Quantity.	Articles.	Quantity.	Articles.	Quantity.
GRAY.		WHITE.		COLORED.	
Jaconets.....	96.85	Jaconets.....	28.05	Jaconets.....	8.94
Mulls.....	16.76	Nainsooks.....	146.05	Mulls.....	2.02
Prints.....	1.99	Mulls.....	84.21	Prints and chintz.....	158.11
Shirtings.....	591.64	Shirtings.....	68.97	Shirtings.....	55.56
Madapollams.....	28.71	Longcloths.....	1.79	Drills.....	5.36
T cloths and domestics.....	16.59	Cambrics, twills, mus- lins, and lawns.....	10.24	Cambrics, twills, and muslins.....	79.28
Jeans, sheetings, and drills.....	19.24	Chadars, dhutias, saris, and scarves.....	45.65	Chadars, dhutias, saris, and scarves.....	80.28
Chadars, dhutias, saris, and scarves.....	485.32	Drills and jeans.....	4.29		
		Checks, spots, and stripes.....	10.21		

The extent to which these goods are supplied from England is indicated below (in million yards):

	Total Imports.	Imports from England.
Unbleached goods.....	1,257.72	1,251.58
Bleached.....	414.96	409.15
Colored.....	896.42	885.15

Besides these three great classes, there is a small importation of some other descriptions, of which the four mentioned below are the principal. In these, there was an active trade last year.

	1897-98.	1898-99.
Handkerchiefs and shawls in the piece.....	\$271,758	\$410,576
Lace and patent net.....	75,971	137,600
Hosiery.....	597,584	902,387
Sewing thread.....	482,880	545,619

In previous reports, I have called attention to the immense trade in cotton goods here, and would again emphasize the fact that India has a population of nearly 300,000,000, a large proportion of whom wear nothing but cotton. There is no reason why our manufacturers should not have a good share of this trade, but it will be seen by figures given above that England has nearly all of it. To secure this trade, competent men should be sent here to see just the styles required and how the goods should be packed for this market. When the trade is once established there will be no trouble in holding it, as the people here are very conservative and averse to making changes.

## OTHER MANUFACTURES.

Of other manufactured goods imported, those enumerated below are the most important. The value of the trade in each is specified:

	1897-98.	1898-99.
Apparel, including boots and shoes.....	\$3,918,598	\$4,417,555
Arms and ammunition, including dynamites and other explosives.....	818,496	924,888
Books and printed matter.....	684,089	677,772
Building materials.....	655,744	647,465
Carriages and carts.....	914,108	1,015,673
Candles.....	345,228	295,384
Clocks and watches.....	348,352	425,523
Earthenware and porcelain.....	666,184	569,516
Glass and glassware.....	1,844,681	2,119,387
Instruments and apparatus, scientific.....	577,644	265,069
Jewelry and plate.....	387,411	438,548
Leather and leather goods, excluding boots and shoes.....	593,047	683,024
Matches.....	1,335,024	1,255,324
Paints and colors and painters' materials.....	1,068,008	1,068,918
Paper and pasteboard.....	1,062,140	1,224,502
Soap.....	397,872	421,306
Stationery.....	887,872	927,942
Toys and requisite for games.....	451,532	585,577
Umbrellas.....	1,078,196	779,001

The importation of "carriages and carts" has increased threefold in four years, owing to the cycling craze, bicycles being included under that head. Whether it will continue to increase admits of some doubt, as prices have fallen. The best wheels manufactured in the United States are popular here, and those of good quality, of lower price, find a ready sale.

## TRADE BY COUNTRIES.

The value of the imports of foreign merchandise in the last three years was thus distributed among the principal countries with which the trade is carried on:

	1896-97.		1897-98.		1898-99.	
	Value.	Percent.	Value.	Percent.	Value.	Percent.
1. United Kingdom.....	\$156,294,253	70.1	\$144,485,801	67.1	\$15,050,240	68.8
2. Austria-Hungary.....	4,612,142	2.1	6,656,058	3.1	776,960	3.5
3. Belgium.....	7,467,479	3.3	7,083,000	3.3	713,600	3.3
4. Russia.....	6,259,731	2.8	6,450,343	3	656,960	3
5. Straits Settlements.....	5,710,578	2.5	7,470,466	3.5	641,920	2.9
6. Mauritius.....	5,602,656	2.5	5,217,520	2.4	626,808	2.9
7. Germany.....	7,154,245	3.2	7,547,008	3.5	552,960	2.5
8. China.....	6,682,175	3	5,242,137	2.4	542,440	2.5
9. United States.....	4,547,541	2	4,436,832	2.1	438,160	2
10. France.....	2,852,397	1.3	2,786,667	1.3	330,240	1.5
11. Ceylon.....	211,619	.9	3,320,540	1.5	224,640	1

It will be seen that the United States stands ninth in the list, her trade only exceeding that of France and Ceylon, and being 2 per cent of the whole, while that of the United Kingdom represented 68.8 per cent. There is no reason why the United States should not have a large share of this important trade, now that there is a direct line of steamships running between New York and Calcutta, so that the cost of delivering goods here from New York is not much greater than from London.

## EXPORTS.

The figures of exports of Indian merchandise for the last four years are given below.

	Value.	Increase or decrease, per cent.
1895-96 .....	\$350,545,996	+ 5.6
1896-97 .....	319,618,112	- 8.8
1897-98 .....	300,115,523	- 6.1
1898-99 .....	349,920,886	+16.6

The decline which followed the ravages of famine and pestilence, accompanied in 1897 by war, was succeeded last year by an increase which just exceeded the decrease in the trade of the two preceding years, and brought the value of the exports almost to the level they had attained in 1895-96, notwithstanding the existence of severe stringency in the money market the first three months of the year.

The principal articles in the trade are enumerated in the appended list, with their values for the last four years.

	1895-96.	1896-97.	1897-98.	1898-99.
Grain and pulse.....	\$56,707,599	\$41,571,672	\$43,567,015	\$87,082,214
Seeds.....	30,124,036	24,836,208	26,641,710	38,911,020
Cotton, raw .....	43,679,598	40,207,275	27,501,070	35,803,321
Tea .....	23,761,155	25,186,098	24,981,731	25,923,372
Cotton yarns and cloth .....	25,868,219	26,339,069	25,269,147	24,923,104
Hides and skins.....	23,682,381	21,704,247	25,784,355	23,837,497
Opium .....	26,223,941	24,871,106	18,902,445	22,803,228
Jute, raw.....	30,977,869	32,706,788	31,402,975	21,211,984
Jute manufactures.....	14,717,073	16,163,183	18,385,653	18,554,748
Indigo .....	16,598,984	13,549,346	9,477,946	9,505,529
Coffee .....	6,814,935	4,913,620	4,709,303	5,599,426
Wool, raw.....	4,201,534	3,848,640	4,205,264	4,011,145
Wood and timber .....	2,485,880	2,475,926	3,345,089	3,474,256
Lac .....	5,684,163	9,919,572	3,319,852	2,788,460
Oils, including paraffin wax .....	2,289,991	1,887,245	2,020,192	2,562,838
Spices.....	1,517,477	1,540,873	1,462,046	1,979,507
Provisions .....	2,773,861	2,944,203	1,648,167	1,951,132
Dyes (other than indigo) .....	2,605,317	1,980,701	1,494,345	1,684,835
Silk, raw .....	1,990,723	1,586,149	1,596,035	1,465,609
Saltpeter.....	1,661,429	1,773,708	1,236,109	1,117,900
Sugar .....	1,781,609	2,134,501	906,604	634,998

## COFFEE.

There was a material recovery in the coffee trade from the depression which marked the two preceding years, but the trade leaves much to be desired. The acreage under coffee in Brazil has been extended so greatly in recent years that the supply of common kinds of coffee is in excess of the demand, and the fall in the prices of Brazilian coffee to the lowest level ever known has affected all competing coffees. The Indian coffee is essentially of the class with which Brazilian coffee competes, and the coffee planter of southern India has to face prices which constantly tend downward, and cut into what has hitherto been a fair margin of profit.

The exports have been:

	Quantity.	Value.
	<i>Cwt.</i>	
1896-97 .....	210, 797	\$5, 072, 124
1897-98 .....	225, 008	4, 861, 216
1898-99 .....	270, 066	5, 599, 436

#### RICE.

The restricted exports of rice in the two years 1896-97 and 1898-99 were due to the exceptional conditions of supply and the prices which prevailed in India. During the famine, the high level of prices and the demand from the stricken districts diverted to those ports a large portion of the excellent Burman harvest which would in ordinary times have found its market beyond Indian limits. These conditions having ceased, the export trade has resumed its normal activity, assisted by a deficiency in the rice harvest of Japan.

The total exports in each of the last four years are given below:

	Quantity.	Value.
	<i>Cwt.</i>	
1895-96 .....	34, 636, 000	\$42, 978, 249
1896-97 .....	27, 820, 000	38, 920, 835
1897-98 .....	26, 272, 000	37, 078, 489
1898-99 .....	37, 398, 000	50, 168, 464

#### WHEAT.

The wheat exported comes into competition with the wheat grown all over Europe, and with that of the great exporting countries, the United States, Russia, and the Argentine Republic. It is not freely taken when harvests and supplies in other parts of the world are equal to the demand, except at prices which are lower than those offered for other wheats, and the trade has never been really large except when from time to time other supplies are deficient. Last year was as good for the Indian wheat grower in northern India as he could imagine in his rosiest dreams. He reaped an excellent harvest, and just as it was put on the market, and before prices had time to recede to the level of the time preceding the famine year, a wave of high prices in the consuming markets set in under the influence of speculative action in the United States.

The exports last year and those of the preceding three years were:

	Total ex-ports.	Total value.
	<i>Cwt.</i>	
1895-96 .....	10, 002, 912	\$12, 524, 467
1896-97 .....	1, 910, 568	2, 676, 464
1897-98 .....	2, 392, 607	4, 291, 688
1898-99 .....	19, 520, 496	31, 108, 001

The prospective famine in the wheat-producing sections of India will probably prevent any large exportations this year.

TEA.

With the exception of 1892-93, when there was a set back, the export of tea has continued for many years on an increasing scale. The exports last year were about 157,500,000 pounds, this quantity being just double the exports in 1886-87, thirteen years previously.

The exports in the last four years have been:

	Quantity.	Value.
	<i>Pounds.</i>	
1895-96 .....	137,710,000	\$24,527,644
1896-97 .....	148,908,000	25,988,653
1897-98 .....	151,452,000	25,787,598
1898-99 .....	157,471,000	25,743,371

While this rapid increase of supply from India was proceeding, the exports from Ceylon were increasing at a still more rapid rate, and though Chinese tea was being thrust out of the way more and more each year, the consumption was not able to overtake the supply, especially as the bulk of this supply was directed to the United Kingdom for consumption there; consequently, prices have declined heavily since 1894-95.

The shipments to London last year amounted to 139,500,000 pounds, representing 88 per cent of the whole exports. The shipments to the United States and Canada were 2,458,000 pounds, in about equal quantities, and 882,000 pounds went to Hongkong that was destined for the United States. The United States and Canada also receive by way of London almost as much Indian tea as they receive direct from India. The Chinese tea is now almost displaced in the London market by the Indian and Ceylon teas, and the United States and Canada are taking much larger proportions of these teas every year.

INDIGO.

The cultivation of indigo plant is precarious, and the extent of the harvest is affected, in a greater degree than that of food crops, by climatic conditions. The exports consequently vary very much from year to year, a good season being followed by large exports and a bad season by reduced exports. Since 1893, in which year a high level of price was attained for Bengal indigo, the price has tended constantly downward, and in the last season the level was the lowest known. It is not now necessary that dyers should seek the finest indigo for fine fabrics, the progress of applied science having enabled them to utilize inferior qualities, and as regards the commoner fabrics, the employment of mineral dyes has greatly interfered with the use of indigo. The present season, unfortunately, has been very bad, following two other bad ones, and the outlook for the industry is not cheering. The exports and values have been as follows in the last four years:

	Quantity.	Value.
	<i>Cwt.</i>	
1895-96 .....	137,387	\$17,134,435
1896-97 .....	169,523	18,986,442
1897-98 .....	133,849	9,788,686
1898-99 .....	135,189	9,505,529

## COTTON EXPORTED.

The exports of cotton oscillate rapidly and violently, an expanded or restricted trade following abundance or scantiness of the crop. The yield last year was much larger than in either of the two preceding years, and the exports recorded in 1897-98 were reduced by reason of the lateness of the crop, so that some of it was shipped from Bombay in 1898-99. These circumstances account for the material increase in this year. The extension of cotton spinning and weaving in Japan has created a demand for Indian cotton, which may be said to have become the dominant factor in the trade. Last year, the shipments to Japan were about 36 per cent of all the exports, the other two-thirds being widely distributed in Europe.

The statistics of the export trade in the last four years are as follows:

	Amount.	Value.
	<i>Cwt.</i>	
1895-96 .....	5,242,000	\$45,068,617
1896-97 .....	5,216,000	41,504,284
1897-98 .....	3,723,000	28,888,201
1898-99 .....	5,411,000	85,808,321

At the present moment Japan imports between three and four bales of Indian to one bale of Chinese cotton, but it is apprehended that Japan may take American and discard Indian cotton. There is doubtless some ground for this apprehension, if the existing level of prices should continue.

## HIDES AND SKINS.

The exports of hides and skins were extremely large in 1897-98, and last year they were continued, trade generally being active and prosperous in Europe and the United States. Part of the increase in skins, however, was due to the substitution of raw for tanned skins in exports to the United States.

The exports for the past four years were as follows:

	Hides.		Skins.	
	Number.	Value.	Number.	Value.
1895-96 .....	8,244,530	\$8,353,100	8,173,087	\$3,257,437
1896-97 .....	7,427,943	8,131,340	6,310,988	2,219,802
1897-98 .....	10,072,470	10,799,782	9,842,409	3,581,968
1898-99 .....	8,864,829	9,435,120	10,667,448	3,861,148

The exports of jute fluctuate in accordance with the size of the crop. The exports in 1897-98, which were on a far larger scale than had been known before, were followed by an extremely contracted export. The crop varies according to the season, and also according to the price received by the cultivator. If prices are not as good as in his judgment they ought to be, and rice is being sold at a good price, he places more land under rice and less under jute, and in the same way when conditions change he returns to jute. Last year's crop was estimated at only 4,154,000 bales, the yield the preceding year having been stated at 6,189,000 bales. In the present year there has been a recovery in the price of jute and a fall in the price of rice, but the

estimates of the crop are again unfavorable, and it is not possible to say that there will be a much larger export of the fiber than last year.

The exports of the last four years have been as follows :

	Quantity.	Value.
	<i>Cwt.</i>	
1895-96 .....	12,267,000	\$31,977,155
1896-97 .....	11,464,000	33,761,846
1897-98 .....	15,023,000	32,415,976
1898-99 .....	9,864,000	22,212,084

About half the jute exported is shipped to the United Kingdom, and following Germany, the United States takes the largest share of the other half. The quantities taken by France and the other continental countries are relatively unimportant, while only trifling amounts are sent to the other parts of the world.

#### JUTE MANUFACTURES.

The value of the exports of manufactured jute in the last four years was as follows:

1895-96 .....	\$15,191,817	1897-98 .....	\$18,978,739
1896-97 .....	16,684,576	1898-99 .....	18,554,748

The small decline was due to the restriction in the trade in bags, the export of cloth having increased to meet the demand caused by the very large amount of cotton to be baled in the United States.

The exports of gunny bags and cloth have been as follows:

	Bags.	Cloth.
	<i>Number.</i>	<i>Yards.</i>
1895-96 .....	168,250,000	114,180,000
1896-97 .....	165,950,000	169,410,000
1897-98 .....	197,620,000	242,950,000
1898-99 .....	180,900,000	280,380,000

The principal consuming countries for gunny bags are:

United Kingdom.....	\$38,490,000	United States .....	\$23,790,000
Australia .....	31,720,000	Chile .....	16,640,000
Straits Settlements .....	24,240,000		

The principal countries which take gunny cloth are:

	<i>Yards.</i>
United States .....	195,660,000
Argentina .....	44,290,000
United Kingdom .....	20,410,000

It will be seen that the United States is the largest consumer of jute manufactures.

#### TOBACCO.

The exports of unmanufactured (leaf) tobacco fluctuates. Last year, they reached a comparatively high level (about 12,750,000 pounds), the principal destinations being Aden and the Straits. From Aden, this tobacco is distributed to Somaliland and Abyssinia. The exports of cigars last year amounted to 633,000 pounds, about one-third of which was shipped to the United Kingdom. The cigars made in Madras have a wide outlet within Indian limits, and the industry has acquired respectable dimensions.



## SHIPPING.

With the resumption of trade there was a large increase in the steam tonnage which entered and left Indian ports, as the following table shows:

	Entered.	Cleared.
Number of steamers .....	2, 479	2, 443
Tonnage .....	4, 078, 076	4, 012, 682

The number and tonnage of sailing vessels in Indian ports last year were:

	Entered.	Cleared.
Number of vessels .....	2, 418	2, 328
Tonnage .....	505, 108	519, 798

The average tonnage of these vessels, like their total tonnage, is only about one-eighth of the tonnage of the steamers employed in the Indian carrying trade.

## TRADE WITH THE UNITED STATES.

The principal articles in the trade with the United States for the last three years are stated below:

## IMPORTS.

	1896-97.	1897-98.	1898-99.
Mineral oil, chiefly kerosene .....	\$2, 908, 651	\$3, 457, 664	\$3, 055, 740
Cotton piece goods (gray) .....	298, 425	555, 587	280, 636
Tobacco .....	148, 580	138, 739	194, 748

## EXPORTS.

	1896-97.	1897-98.	1898-99.
Hides and skins .....	\$4, 879, 424	\$6, 048, 069	\$5, 886, 921
Jute .....	2, 109, 075	2, 745, 776	1, 901, 312
Jute manufactures .....	4, 276, 345	6, 390, 604	5, 924, 780
Indigo .....	1, 829, 846	1, 653, 238	1, 301, 251
Lac (button and shell) .....	939, 299	831, 331	940, 505
Saltpeter .....	496, 940	815, 811	232, 908
Cocconut oil .....	271, 417	120, 288	214, 748
Tea .....	142, 082	168, 332	171, 161

The aggregate value of the trade was:

1896-97 .....	\$15, 419, 173
1897-98 .....	18, 803, 504
1898-99 .....	17, 239, 372

The trade with the United States does not tend to increase. The import trade depends largely on kerosene oil, and the consumption of this article does not expand, because Russian oil is cheaper, being exported in bulk a much shorter distance than the American oil that is packed in cases. The export trade also manifests no tendency to increase. The Americans do not now take Indian linseed; the cutch trade has also fallen off, and the demand for Indian mica has become trifling. Indigo is in a stationary condition and tanned skins are declining in demand. As a set-off, the trade in gunny cloth has increased very

largely, more than doubled in five years, and an increased demand for raw skins has compensated for the reduction in that for tanned. Indian tea has also been sent to the United States in largely increased quantities in the last few years.

I am satisfied that the trade with the United States can be largely increased, especially in iron, and steel, and cotton manufactures, with proper effort on the part of our manufacturers.

This report is for the year ending March 31, 1899, and there is no available data for the next quarter, but it may be assumed that the trade continued on a parity with that of the previous year.

R. F. PATTERSON,  
*Consul-General.*

CALCUTTA, *October 10, 1899.*

### BOMBAY.

In pursuance to instructions contained in circular letter dated July 10, 1899, I herewith forward a report on the commerce and industries of this consular district.

Geographically, the Bombay consular district embraces all western India, extending from Cape Cormorin, the southernmost point of the peninsula, to the northernmost confines of Cashmere, a distance of over 2,000 miles, and having a coast line of perhaps three-fourths of that distance, including the Punjab, Rajpootana, the Bombay presidency, and many native states.

Commercially, the data of this report is confined to the presidency of Bombay, in which are located the ports of Bombay and Karachi (the only other considerable port).

Bombay being the metropolis of (at least) western India, and perhaps the most wonderful commercial city outside of London in the British Empire, the great gateway through which traffic and mails pass in and out, I think a view of the trade of this port and presidency will give a true picture of that of the consular district of Bombay.

This report is for the year ending March 31, 1899, the latest period for which reliable official data are obtainable.

For sources of information I am greatly indebted to the Chamber of Commerce, the Government of India, and to Annual Statement of Trade and Navigation of the Presidency of Bombay, which work has not yet been issued to the public, though by special favor I have been able to use same. The tables and figures here given may be relied upon as accurate.

The exchange value of the rupee may be given at 32½ cents as the average for the year, though the present exchange for demand drafts on London is Rs. 1=1s. 4½d. sterling, which would be practically about 32½ cents in the money of the United States. The tendency seems to be still in favor of the rupee.

In September, 1896, Asiatic or bubonic plague broke out in epidemic form in Bombay. Since that time this great Indian scourge has remained a persistent visitor in the Bombay presidency. Although trained energy and the resources of the treasury of India have been brought to combat this evil, it seems each season to renew its force with a virulence that sorely tries this patient and uncomplaining people. Up to the present time, over 250,000 lives in the Bombay presidency have succumbed to this disease.

With famine threatening western India, the outlook can not be said to be one of especial encouragement. In these trying times the confidence of the people in the British Government is something splendid, and I believe that the Imperial Government, the government of India, as well as the government of Bombay, are making use of their best efforts and highest skill to relieve the people and overcome the plague.

The presidency contains 70 per cent of the spinning and 78 per cent of the weaving capacity of the Indian mills. The visiting population is enormous. At the docks and native passenger wharves alone it is estimated that 1,250,000 people embark and disembark annually. In this city the great systems of Indian railroads converge. More than 82,000 vessels entered and cleared at this port during the last year. In view of these facts, some conception may be formed of the disorganizing and restraining effect upon trade that has been caused by the strict quarantine regulations and detention camps made necessary in order to prevent the spread of the plague.

#### SEA-BORNE TRADE.

Under the circumstances, the trade of Bombay for the past year has been satisfactory. The total was nearly on a level of the year 1895-96, but compared with the year 1897-98 the value was larger by 6.5 per cent.

The figures for the past 10 years are as follows:

1889-90 .....	\$338,309,016
1890-91 .....	349,415,427
1891-92 .....	328,987,337
1892-93 .....	351,424,163
1893-94 .....	368,366,096
1894-95 .....	332,503,341
1895-96 .....	351,184,803
1896-97 .....	313,918,258
1897-98 .....	314,644,482
1898-99 .....	335,187,302

#### THE ENTIRE TRADE.

The entire trade and shipping in the port of Bombay are summarized and compared with the results of last year in the subjoined statement.

#### *Shipping (foreign and coasting).*

Details.	1897-98.		1898-99.		Increase (+) or decrease (-) in 1898-99.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Entered—						
With cargoes.....	36,804	2,545,494	43,729	2,798,391	+ 6,925	+247,897
In ballast .....	8,247	120,238	2,828	261,378	— 419	+141,145
Total.....	40,051	2,665,727	46,557	3,054,769	+ 6,506	+389,042
Cleared—						
With cargoes.....	12,137	1,820,862	12,424	2,264,182	+ 287	+443,320
In ballast .....	19,127	774,963	23,083	786,799	+ 3,956	— 88,154
Total.....	31,264	1,595,815	35,507	3,000,981	+ 4,243	+405,466
Grand total—						
With cargoes.....	48,941	4,366,066	56,153	5,067,573	+ 7,212	+691,517
In ballast .....	22,374	895,186	25,911	998,177	+ 3,537	+102,991
Total.....	71,315	5,261,242	82,064	6,065,750	+10,749	+794,506

*Trade (foreign and coasting).*

Details.	1897-98.		1898-99.		Increase (+) or decrease (-).	
	Rupees. a	United States currency.	Rupees.	United States currency.	Rupees.	United States currency.
<b>IMPORTS.</b>						
Merchandise.....	348,146,850	\$118,147,726	359,265,902	\$116,761,418	+11,119,052	+88,613,692
Treasure.....	165,639,045	53,832,690	138,033,485	44,860,888	-27,606,560	-8,971,807
Government stores.....	8,925,850	2,900,901	9,190,121	2,986,789	+264,271	+85,880
Government treasure.....	43,596	14,169	129,490	42,084	+85,894	+27,915
Total.....	522,755,341	169,895,486	506,618,998	164,651,174	-16,136,343	-5,244,312
<b>EXPORTS (INCLUDING RE-EXPORTS).</b>						
Merchandise.....	368,824,075	119,867,824	438,500,294	142,512,596	+69,676,219	+22,644,772
Treasure.....	61,323,476	19,980,180	69,782,225	22,672,728	+8,462,749	+2,742,568
Government stores.....	1,737,847	564,800	1,276,223	414,772	-461,624	-150,028
Government treasure.....	1,458,132	472,268	5,743,000	1,866,475	+4,289,868	+1,394,207
Total.....	433,338,530	140,885,022	515,281,742	167,466,566	+81,943,212	+26,681,544
<b>TOTAL.</b>						
Merchandise.....	716,970,925	233,015,550	797,766,196	259,274,014	+80,795,271	+26,258,464
Treasure.....	226,962,521	73,762,820	207,795,710	67,533,606	-19,166,811	-6,229,214
Government stores.....	10,663,697	3,465,701	10,466,344	3,401,561	-197,353	-64,140
Government treasure.....	1,496,728	486,437	5,872,490	1,906,559	+4,275,762	+1,422,122
Total.....	956,098,871	310,730,508	1,021,900,740	332,117,740	+65,806,869	+21,487,282

a 1 rupee = 32.5 cents.

**EXPORTS.**

The value of exports of foreign merchandise shows a decrease of over 8 per cent from 1897-98. This trade has been declining for the past four years, owing chiefly to its diversion into more direct channels, though it may have been disorganized to a certain extent on account of the plague.

The value of Indian produce shows an improvement of 31 per cent over 1897-98, mainly attributable to expansion of the trade in raw cotton, grain and pulse, wheat, and oil seeds.

**IMPORTS.**

The total value of merchandise imported in the last year is smaller by 4 per cent than the average of the past decade as well as the average of the past five years. Compared with the value of trade in 1897-98, there is an improvement of 4 per cent, and if the average rise in exchange of 5d. were taken into account, the increase would be still more marked. The items under which the largest increase is recorded are cotton goods, railway plant, and machinery.

The following statement shows the important articles in the import trade for the past year, in comparison with the year 1897-98:

Articles.	Value.	
	1897-98.	1898-99.
Animals, living .....	\$277, 713	\$483, 500
Apparel (including drapery, haberdashery, millinery, uniforms, accouterments, but excluding hosiery) .....	1, 842, 033	1, 634, 898
Arms, ammunition, and military stores .....	179, 247	134, 976
Building and engineering materials .....	131, 794	192, 064
Cabinet ware and furniture .....	87, 182	91, 500
Candles .....	72, 246	67, 794
Carriages and carts (excluding railway carriages) and parts thereof .....	306, 086	359, 143
Chemicals .....	598, 994	4, 631, 677
Clocks and watches .....	215, 565	263, 249
Coal .....	1, 164, 183	1, 588, 834
Coffee .....	123, 583	168, 799
Cotton:		
Raw .....	321, 855	287, 856
Twist and yarn .....	2, 327, 124	1, 768, 653
Manufactures .....	20, 484, 429	22, 668, 104
Drugs, medicines, and narcotics (excluding chemicals) .....	926, 415	908, 221
Dyeing and tanning materials .....	2, 001, 941	2, 056, 381
Earthenware and porcelain (excluding earthenware piping) .....	229, 080	196, 999
Flax, manufactures .....	141, 486	165, 051
Glass and glassware .....	772, 182	1, 042, 361
Grain and pulse .....	1, 349, 720	50, 290
Gums and resins .....	236, 821	234, 163
Hardware and cutlery (including plated ware) .....	1, 563, 979	1, 629, 223
Hides and skins .....	286, 945	322, 573
Hops .....	25, 573	30, 848
Instruments, apparatus, and appliances, and parts thereof .....	432, 896	478, 012
Ivory, unmanufactured .....	713, 536	694, 508
Jewelry and plate of gold and silver .....	1, 688, 763	1, 504, 323
Leather and leather manufactures (excluding boots and shoes) .....	373, 741	400, 318
Liquors .....	1, 560, 747	1, 696, 500
Machinery and millwork .....	3, 330, 373	5, 356, 877
Matches .....	524, 738	397, 037
Metals .....	6, 380, 550	6, 320, 290
Oils .....	4, 968, 474	3, 984, 122
Paints and colors .....	452, 021	475, 381
Paper and pasteboard .....	619, 622	718, 222
Provisions .....	2, 157, 183	1, 891, 658
Railway plant and rolling stock .....	3, 540, 301	5, 413, 362
Silk:		
Raw .....	1, 682, 791	2, 032, 697
Manufactures .....	2, 508, 579	2, 761, 116
Soap .....	191, 300	214, 164
Spices .....	579, 426	833, 392
Stationery (excluding paper) .....	372, 343	414, 288
Sugar, refined .....	8, 104, 851	6, 790, 212
Tea .....	635, 443	585, 629
Toys, and requisites for games .....	155, 400	198, 928
Umbrellas (including parasols and sunshades) .....	367, 128	382, 362
Wood: Teak and other timber .....	411, 716	319, 245
Wool:		
Raw .....	280, 927	218, 913
Manufactures .....	1, 187, 874	1, 636, 202
Articles (not specified) imported by post .....	916, 355	1, 104, 313
Articles not enumerated .....	2, 022, 219	2, 008, 444
Total .....	82, 017, 211	85, 467, 836

*Animals.*—Horses were imported from Australia and Turkey in larger numbers last year than in 1897-98. The imports of Persian horses show but a slight increase, and fell far below the number imported for years before the plague.

*Carriages and bicycles.*—The trade is rapidly increasing. The imports from the United States, which in 1897-98 nearly reached 15,000, have grown to more than three times that number. The increase is, without doubt, due chiefly to large imports of bicycles, which seem to be rapidly gaining in favor.

The figures for the last five years are—

1894-95 .....	\$129,623	1897-98 .....	\$339,419
1895-96 .....	179,903	1898-99 .....	386,509
1896-97 .....	333,883		

*Clocks and watches.*—The imports for the last two years are as follows:

Countries.	1897-98.			1898-99.		
	Number.	Rupees.	United States currency.	Number.	Rupees.	United States currency.
France and Italy .....	56,158	431,217	\$140,146	85,111	564,537	\$183,475
United Kingdom .....	5,388	63,911	20,771	6,372	74,882	24,837
Germany .....	6,860	11,298	3,672	7,825	13,246	4,306
United States of America .....	18,426	77,640	25,238	19,274	87,966	28,589
Austria-Hungary .....	15,022	56,220	18,272	11,179	31,994	10,398
Other countries .....	976	6,409	2,063	1,764	17,121	5,564

A curious feature of the year, and one which goes far to explain the increase under "Other countries," is the receipt of clocks from Hongkong, where at least one factory has been established by Germans. The works of these clocks are mostly of German manufacture, the cases only being made in Hongkong, where suitable wood is procurable. The Chinaman's mechanical abilities are evidently turned to profitable account.

*Cotton, raw.*—The increased imports of American cotton via the United Kingdom are not easy to explain. It is nearly all taken by one firm, which probably finds that it pays in the spinning of higher counts for dhooties. The smaller quantity of Egyptian cotton imported was due to its dearness. Persia is supposed to have had less cotton available for export to India, owing to the greatly increased demand from Russia. Exchange with Persia and low prices of cotton in Bombay were also against the trade.

*Cotton twist and yarn.*—The decrease is due to heavy losses incurred by the Bombay yarn merchants, owing to the fall in prices at home and to the absence of dealers during the plague. Stocks at the end of the year were far smaller than they have been for the last two years.

*Cotton manufactures.*—The following table exhibits a comparison between the figures for the year under review and the previous one:

Articles.	1897-98.		1898-99.	
	Rupees.	United States currency.	Rupees.	United States currency.
Piece goods:				
Gray .....	25,233,896	\$7,200,854	22,865,116	\$7,431,162
White .....	18,593,561	5,044,533	18,745,067	5,092,153
Colored .....	15,779,720	5,123,409	23,958,830	7,786,620
Canvas .....	16,715	5,432	9,617	3,126
Handkerchiefs .....	453,980	147,544	564,472	183,453
Hosiery, pure and mixed .....	455,455	143,024	622,807	202,412
Lace and patent net .....	202,361	65,767	859,088	116,687
Rope .....	73,394	23,853	112,780	36,654
Thread, sewing .....	287,210	93,843	362,095	117,631
Other sorts .....	352,496	114,561	404,469	131,452
Total .....	61,453,287	19,972,820	68,004,311	22,101,400

The most noticeable features are the falling off in gray and the large increase in colored piece goods. The decrease in grays is to be attributed to the increased competition of locally made cloths, and to the fact that the Northwest Provinces and the Punjab were supplied to a very much larger extent from Calcutta than from Bombay, buyers having been kept away from the port by fear of the plague. Countries formerly supplied through Bombay are also importing to a larger extent Drills, mulls, and jaconets fell off very heavily, while dhooties, shirtings, and T-cloths rose.

*Dyeing materials.*—Aniline dyes are supplanting vegetable dyes in the market day by day. Prices are declining, owing to the keen competition among manufacturers and the entrance of Switzerland and Holland into a field until recently restricted to Germany.

*Hardware and cutlery.*—The value of this trade, which includes sewing machines, has fallen off with Austria-Hungary one-half in the past two years, chiefly in enameled ware. The trade with the United Kingdom, Belgium, and Germany has remained about the same, while that with the United States has improved to the extent of 83 per cent in the past ten years, and increased from 50,000 rupees in 1897-98 to 90,000 rupees last year. The rise was no doubt due to the establishment of direct communication with the United States.

*Leather goods.*—There was but a small increase under this head, 90 per cent of which is with England. Yet a goodly supply of leather of "other sorts," chiefly belting, came from the United States.

*Machinery.*—The imports were the largest on record. The increase was due to the arrival of goods ordered in the previous year and delayed on account of the engineering strike. Several new cotton mills have been set up recently, and others are still in the course of equipment. The indents of these mills alone account for a large share of the increased imports. It is surprising to find such a large number of new mills being set up in the present depressed state of the yarn trade with China.

*Metals.*—The volume of the trade under this head during the last year was as follows:

Articles.	1898-99.		
	Quantity.	Value.	
		Rupees.	United States currency.
<i>Brass</i> .....	<i>Out.</i>		
	2,723	175,575	\$57,062
Copper.....	154,707	6,784,890	2,188,674
Iron.....	904,578	6,081,815	1,960,340
Lead.....	14,806	198,272	62,818
Quicksilver.....	939	169,066	54,946
Steel.....	647,827	3,920,454	1,274,148
Tin.....	7,240	433,499	140,887
Zinc or spelter.....	28,693	448,979	145,918
Metals, unenumerated.....	9,391	853,856	277,508
Total .....	1,770,403	18,960,896	6,162,291

The general decline was due to high prices in Europe. The stocks of the previous years were also good, and merchants preferred to clear these rather than to import metal at the enhanced prices ruling latterly.

*Copper.*—Copper now stands at a level high enough to discourage its free use in India for domestic purposes. Perhaps the advent of

aluminum kitchen ware may be hastened thereby. The copper trade in India is closely allied with the welfare of the people. In times of prosperity, new cooking utensils are in great demand. When the land is smitten with famine, the lotas and the plates find their way to the brazier's, and earthenware is speedily substituted. In India, the alternations of abundance and scarcity are clearly reflected in the statistics of the copper trade.

*Iron and steel.*—The imports of both iron and steel have fallen off heavily, due no doubt to the enhanced prices ruling during the year. The imports of steel from the United States, however, increased last year more than twenty times over the year previous. The United States has at last overtaken its enormous home demands, and will in the future, the Economist thinks, be the principal factor in international rivalry.

*Oils.*—The trade under this head is shown in detail in the following table:

Articles.	1897-98.			1898-99.		
	Quantity.	Value.		Quantity.	Value.	
		Rupees.	United States currency.		Rupees.	United States currency.
<i>Animal</i> .....	<i>Gallons.</i>			<i>Gallons.</i>		
Essential .....	14, 746	18, 061	\$5, 870	11, 680	14, 879	\$4, 886
Mineral:	2, 778	58, 669	17, 439	2, 400	66, 394	21, 578
Kerosene—						
In bulk .....	4, 778, 988	2, 097, 600	681, 720	4, 576, 558	1, 716, 207	557, 767
In cases .....	25, 230, 782	10, 675, 158	3, 469, 428	21, 461, 215	8, 772, 228	2, 850, 974
Other sorts .....	1, 174, 962	907, 568	294, 960	1, 032, 369	784, 570	254, 995
Vegetable, not essential:						
Cocoanut .....	668, 920	913, 704	296, 954	205, 013	253, 671	82, 443
Linseed .....	157, 967	286, 854	76, 978	121, 123	193, 248	62, 806
Other sorts .....	546	2, 819	916	466	1, 168	380
Total .....	82, 014, 679	14, 905, 428	4, 844, 268	27, 410, 774	11, 802, 365	3, 838, 769

The falling off in kerosene oil is probably only temporary, and was largely due to heavy stocks of previous years. During last year 22,000,000 gallons were imported from Russia, while but little over 3,000,000 came from America, about one-half less than during the previous year. The American oil is superior, and sells for a higher price in the markets than its competitor. The Sumatra oil wells have not met expectation, and have given short supplies.

*Railway materials.*—The value of the trade in the several items included in this head during the last five years was as follows:

Articles.	1894-95.		1895-96.		1896-97.	
	<i>Rupees.</i>		<i>Rupees.</i>		<i>Rupees.</i>	
Carriages, trucks, and parts thereof .....	3, 371, 238	\$1, 095, 661	1, 004, 669	\$328, 514	715, 758	\$232, 620
Locomotive engines, tenders, and parts thereof .....	809, 888	268, 197	2, 775, 212	901, 944	1, 180, 275	383, 589
Materials for construction:						
Rails and fish plates of steel and iron .....	1, 091, 199	854, 640	877, 068	285, 064	3, 813, 076	1, 289, 250
Sleepers and keys of steel and iron .....	745, 548	242, 301	774, 206	251, 617	3, 201, 330	1, 040, 432
Sleepers of wood .....	335, 255	108, 958	842, 346	111, 262	688, 029	207, 859
Other sorts .....	335, 142	108, 921	1, 986, 889	645, 728	2, 482, 484	806, 807
Total .....	6, 688, 210	2, 178, 668	7, 760, 850	2, 522, 114	12, 080, 947	3, 910, 057



Articles.	1897-98.		1898-99.	
	<i>Rupees.</i>		<i>Rupees.</i>	
Carriages, trucks, and parts thereof .....	2, 773, 228	\$901, 817	3, 851, 595	\$1, 251, 768
Locomotive engines, tenders, and parts thereof .....	1, 231, 959	400, 887	2, 365, 897	768, 917
Materials for construction:				
Rails and fish plates of steel and iron .....	2, 124, 181	680, 848	3, 685, 114	1, 181, 412
Sleepers and keys of steel and iron .....	1, 061, 004	344, 826	2, 549, 280	828, 516
Sleepers of wood .....	658, 114	212, 262	801, 142	260, 371
Other sorts .....	1, 777, 412	577, 659	3, 037, 156	987, 076
Total .....	9, 620, 908	3, 126, 794	16, 240, 184	5, 278, 060

The heavier imports were in railway construction material, owing to doubling of sections of some Indian railroads and renewing of bridges, and the increase of rolling stock and engines. For the first time, shipments of rails were received direct from the United States.

*Silk Manufactures.*—The falling off in piece goods occurred entirely in Hongkong and Japanese manufactures, the former being too dear for the market and the latter having gone largely direct to Rangoon, at which port several local firms, finding that buyers did not come to Bombay on account of the plague, are said to have established themselves.

*Sugar.*—The receipts from the principal sources of supply in the past three years were as follows:

Countries.	1896-97.			1897-98.		
	Quantity.	Rupees.	United States currency.	Quantity.	Rupees.	United States currency.
Austria-Hungary .....	<i>Cwt.</i> 68, 184	798, 714	\$257, 957	<i>Cwt.</i> 675, 418	7, 606, 654	\$2, 472, 168
Germany .....	146, 896	1, 816, 998	580, 524	149, 908	1, 745, 576	567, 312
Mauritius .....	1, 211, 740	13, 859, 716	4, 504, 406	1, 120, 545	12, 850, 686	4, 012, 924
Hongkong .....	87, 999	1, 163, 690	378, 199	140, 604	1, 708, 124	558, 515

Countries.	1898-99.		
	Quantity.	Rupees.	United States currency.
Austria-Hungary .....	<i>Cwt.</i> 378, 256	3, 845, 198	\$1, 249, 689
Germany .....	21, 649	283, 282	77, 425
Mauritius .....	1, 480, 177	15, 046, 716	4, 890, 183
Hongkong .....	86, 609	1, 017, 064	330, 546

The general decrease was of course due to the unprecedented stocks of the previous year. Austrian sugar was to a large extent kept out of the Bombay market by the cane produce from Mauritius, where the crops were very good.

*Wool, raw.*—Persia is almost the only country which exports raw wool to Bombay. The decline is said to be due to a larger trade with Russia, to more direct shipments from England, and possibly to the want of rain in Persia during the last two years.

*Imports from the United States into the Presidency of Bombay, India, for 1898-99 and four preceding years.*

Articles.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Apparel (including haberdashery, millinery, etc., but excluding hosiery):					
Apparel	\$4,920	\$3,518	\$3,891	\$3,373	\$4,019
Boots and shoes	157	17	887	100	1,340
Art. works of	1,161	5,096	184	218	1,336
Books and printed matter (including maps and charts)	33,301	14,255	7,570	3,992	2,499
Cabinet ware and furniture	4,451	2,441	2,100	232	1,579
Carriages and carts (excluding railroad carriages and parts thereof)	780	2,820	6,696	14,795	58,157
Clocks and watches	15,880	31,484	29,508	25,880	29,322
Cotton:					
Raw				3,825	7,497
Manufactures—					
Piece goods—					
Gray (unbleached)	183,551	156,410	275,420	393,475	113,201
White (bleached)	646	11,949	5,922	4,348	7,784
Colored, printed or dyed	36	92	766	1,006	2,708
Other sorts	32	50	13	5	114
Drugs, medicines, and narcotics (excluding chemicals):					50
Aloes					
Quinine	7				
Other sorts drugs and medicines	5,196	4,649	6,984	5,413	5,635
Tobacco:					
Unmanufactured				394	787
Manufactured—					
Cigars	12,479	21,424	20,272	13,212	36,070
Other sorts	11,067	21,069	16,377	10,865	13,066
Grain and pulse:					
Wheat			119,313		
Other sorts			82,365		
Hardware and cutlery (including plated ware):					
Cutlery				19	4
Hardware and cutlery (including plated ware)	17,749	15,830			
Other implements and tools			333	130	658
Sewing machines	95	378	182	28	276
Other sorts			21,770	16,607	29,300
Instruments, apparatus, and appliances, and parts thereof:					
Musical	1,450	1,879	3,008	3,565	10,636
Photographic	265	113			169
Scientific, philosophical, etc	1,630	4,245	1,994	6,447	17,121
Leather:					
Unwrought			1,282		1,062
Manufactured—					
Saddlery and harness	250	3	189	70	38
Other sorts (excluding boots and shoes)	206	258	22,171	1,520	11,967
Liquors:					
Ale, beer, and porter			271		
Spirits—					
Brandy					3
Whisky	2			164	2
Gin					2
Spirits used in drugs, etc	17,411	12,198	9,008	16,985	14,430
Spirits, perfumed	1,550	3,647	5,508	2,869	4,637
Other sorts of spirits	8	5			
Wines, other sorts				3	2
Machinery and millwork:					
Steam engines and parts—other sorts	5,728	1,079	5,387	571	6,900
Other sorts of machinery	117	1,632		11,863	614
Metals:					
Brass				1	
Iron		7	2	4,759	5,709
Steel		71	83	2,408	38,299
Unenumerated		28	26		225
Oils:					
Essential					20
Mineral—					
Kerosene in cases	980,747	506,885	382,914	1,002,916	512,546
Other kinds	106,546	58,358	110,363	178,826	150,127
Vegetable, not essential—					
Other sorts	1				
Paper and pasteboard:					
Printing paper			308	7,030	10,270
Writing paper and envelopes		334			
Other kinds of paper	111	547	75	7	1,684
Provisions:					
Bacon and hams				45	11
Butter					1

*Imports from the United States into the Presidency of Bombay, India, for 1898-99 and four preceding years—Continued.*

Articles.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Provisions—Continued.					
Fruits and vegetables, dried, salted, or preserved—other sorts .....	\$9	\$126		\$21	\$284
Other sorts of provisions .....	2, 683	2, 963	\$3, 851	1, 757	2, 615
Railway, plant and rolling stock:					
Materials for construction—					
Rails and fish plates of steel and iron .....					104, 628
Other sorts .....		283		1, 810	160
Stationery, excluding paper .....	1, 922	2, 216	3, 299	3, 796	7, 354
Toys and requisites for games .....	3, 042	2, 185	3, 122	849	6, 831
Wood:					
Other timber .....	945	400	308		
Firewood .....	185	127	50	67	17
Manufactures of .....	16	681	1, 280	1, 589	3, 847
Total .....	1, 410, 724	891, 671	1, 693, 602	1, 745, 596	1, 227, 103
Silver bullion .....					394, 019
All other articles of merchandise:					
Unmanufactured .....	515	764	13	645	1, 225
Manufactured .....	7, 933	13, 925	9, 857	5, 830	9, 602
Grand total .....	1, 419, 172	906, 390	1, 702, 972	1, 753, 070	1, 631, 949

#### DETAILS OF EXPORTS.

*Reexports.*—During the year 1898-99, there was reexported at Bombay \$8,445,262 worth of merchandise. This year's figures are the lowest in the decade, and show a fall of over 8½ per cent, following a fall of 11 per cent in the previous year. There has been a continuous decrease since 1894-95. Undoubtedly, one of the reasons for this is that foreign buyers have been kept away by the continued prevalence of the plague. Another reason is the tendency of trade, year by year, to seek more direct channels. It may, however, be remarked that the decrease in value is partly due to the fact that several staple commodities—coffee, cotton goods, tea, and sugar—were cheaper.

*Exports of Indian merchandise.*—The following statement shows important articles of the export trade in Indian merchandise, with fluctuations in 1898-99 compared with 1897-98:

Articles.	1897-98.	1898-99.
Apparel (including haberdashery, drapery, millinery, uniforms, accessories, but excluding hosiery) .....	\$282, 861	\$27, 648
Cabinet ware and furniture .....	81, 233	104, 006
Coffee .....	82, 648	33, 524
Coir—manufactures .....	73, 388	56, 113
Cotton:		
Raw .....	21, 070, 652	23, 482, 727
Twist and yarn .....	17, 825, 944	17, 689, 898
Manufactures .....	2, 061, 707	2, 029, 184
Drugs, medicines, and narcotics:		
Opium .....	7, 245, 358	9, 359, 586
Tobacco—unmanufactured .....	145, 215	235, 689
Dyeing and tanning materials .....	1, 432, 656	1, 394, 616
Fodder, bran, and cattle food, including hay and straw .....	167, 021	174, 225
Grain and pulse .....	4, 060, 639	17, 048, 192
Gums and resins .....	286, 153	232, 259
Hemp—raw .....	407, 219	552, 577
Hides and skins .....	2, 400, 320	2, 304, 241
Horns .....	274, 156	240, 950
Jute—manufactures .....	130, 625	121, 113
Manures—animal bones .....	419, 654	556, 622
Metals .....	120, 640	123, 182
Oils .....	139, 235	272, 209

Articles.	1897-98.	1898-99.
Provisions .....	\$681,067	\$750,975
Seeds .....	15,570,852	19,549,559
Silk—manufactures.....	83,536	72,107
Spices.....	379,134	522,147
Sugar.....	93,636	112,460
Tea.....	397,182	641,748
Wool:		
Raw .....	2,444,242	2,242,011
Manufactures.....	258,984	345,881
Articles (not specified) exported by post.....	570,611	834,226
Articles not enumerated.....	1,096,628	962,927
Total.....	82,294,320	108,014,375

*Cotton, raw.*—The distribution of this staple for the past two years was:

Countries.	1897-98.	1898-99.	Countries.	1897-98.	1898-99.
	<i>Cwt.</i>	<i>Cwt.</i>		<i>Cwt.</i>	<i>Cwt.</i>
United Kingdom .....	112,010	110,184	China:		
Austria-Hungary.....	311,589	397,163	Hongkong.....	46,135	55,828
Belgium.....	265,333	382,712	Treaty ports.....	29,291	91,594
France.....	130,434	311,292	Japan.....	1,140,032	1,618,472
Germany.....	242,524	451,649	Other places.....	3,443	2,540
Italy.....	401,138	545,140	Total.....	2,682,629	3,973,512
Spain—other ports.....		11,988			
Sweden.....	700				

*Mill consumption, cotton goods.*—It is estimated that 960,000 bales of cotton were consumed in the mills during the year—200,000 bales more than in the year previous. China consumes 95 per cent of the 200,000,000 pounds of the cotton twist and yarn exported, and, in fact, she takes more than one-half of the entire quantity of yarn spun at the mills of this presidency, while Zanzibar and Aden received two-thirds of the 30,000 yards of cotton piece goods and manufactures exported during the year. At Aden, a steady decline has been met for the past five years, owing largely to American competition.

*Drugs and narcotics.*—Opium: The rise of 42½ per cent in the quantity exported, and a little over 27 per cent in the value, may be put down to the partial failure of the poppy-seed crop in China.

*Grain and pulse.*—The figures for the two years under comparison are:

Articles.	1897-98.		1898-99.	
	Quantity.	Value.	Quantity.	Value.
	<i>Cwt.</i>		<i>Cwt.</i>	
Barley .....	26,340	\$37,543	21,345	\$22,977
Gram.....	33,570	66,174	54,719	76,747
Jowari and bajri.....	433,087	579,375	1,564,356	1,801,454
Pulse.....	80,828	148,183	178,222	271,608
Rice:				
In husk (paddy).....	1,729	1,646		
Not in the husk.....	682,788	1,363,119	1,162,594	2,039,203
Flour.....	981	2,762	1,532	2,363
Wheat.....	377,594	708,031	6,484,444	11,331,955
Wheat flour.....	409,544	1,137,187	577,886	1,399,362
Other sorts.....	3,715	5,550	85,772	92,442
Total.....	2,048,801	4,060,636	10,138,515	17,048,192

*Oils.*—Exports were as follows:

Articles.	1898-99.		Articles.	1898-99.	
	Quantity.	Value.		Quantity.	Value.
	<i>Gallons.</i>			<i>Gallons.</i>	
Animal .....	202	\$60	Vegetable, not essential:		
Essential .....	16,000	134,710	Earth-nut .....	1,799	\$591
Mineral:			Linseed .....	8,680	3,886
Kerosene .....	8	1	Mustard or rape .....	1,061	520
Other kinds .....	75	15	Til .....	220,850	100,400
Vegetable, not essential:			Other kinds .....	1,799	901
Castor .....	89,545	17,441	Total .....	320,259	272,208
Cocconut .....	80,270	14,229			

*Seeds.*—The castor-seed crop was a fair one on the Coromandel coast, but small in Gujarat. Exports have been about the average, France being the largest customer and England coming next.

Linseed was in somewhat smaller supply from all parts feeding this port, and exports have not reached those of years before the famine.

Rapeseed was a poor crop, especially in the Punjab, central and western India. Shipments were thus considerably curtailed.

The following table gives the exports of seeds for the last year:

Articles.	1898-99.		Articles.	1898-99.	
	Quantity.	Value.		Quantity.	Value.
	<i>Cwt.</i>			<i>Cwt.</i>	
Assalia .....	445	\$1,114	Earth-nut .....	76,727	\$167,598
Azma .....	11,622	19,771	Linseed .....	2,808,289	5,790,688
Coriander .....	6,239	19,752	Mustard .....	41,988	143,589
Cumin .....	9,215	56,592	Mowra, or Mowra .....	138,450	170,567
Cumin, black .....	20	96	Poppy .....	512,167	1,094,895
Fennel .....	4,741	18,267	Rape .....	2,353,384	4,710,288
Niger .....	26,870	88,562	Til .....	2,258,698	5,451,192
Sowa .....	448	934	Other sorts .....	18,369	27,188
Castor .....	942,224	1,893,856	Total .....	9,208,482	19,549,558
Cotton .....	13,546	9,491			

*Exports from the Presidency of Bombay to the United States for 1898-99 and four preceding years.*

#### INDIAN PRODUCE AND MANUFACTURES.

Articles.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Apparel (including haberdashery, etc.) .....	\$3,278	\$6,583	\$9,867	\$13,144	\$13,311
Cabinet ware and furniture .....	7,585	14,229	9,304	11,618	6,761
Cotton:					
Raw .....		281			
Manufactures—					
Piece goods, colored, printed, or dyed .....	139	998	3,174	6,714	3,929
Thread, sewing .....		200			
Other sorts of manufactures .....	20	920	566	1,740	1,186
Hides and skins:					
Skins, raw .....			5,915	15,707	
Skins, dressed or tanned .....		425			
Mats and matting .....				292	3,587
Metals:					
Brass .....	4,255	7,475	7,902	4,081	2,543
Copper .....	527	567	906		
Unenumerated .....					3
Oils, essential .....	7,343	1,838	1,801		
Provisions:					
Fish maws and shark fins .....			8,638	9,767	9,550
Other sorts .....	1,298	3,481	2,593	2,020	6,257
Seeds:					
Ajama .....					60
Mustard .....	4,801	6,452	3,860		
Other sorts .....	658	1,591	8		33
Toys and requisites for games .....	4,847	9,223	2,333	677	677
Wood:					
Ornamental—Sandal .....		2,625	2,082	4,725	2,080
Manufactures of .....	792		488	1,536	2,863

*Exports from the Presidency of Bombay to the United States for 1898-99, etc.—Continued.*

INDIAN PRODUCE AND MANUFACTURES.—Continued.

Articles.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Wool—					
Raw .....	\$80				
Manufactures of—					
Piece goods.....			\$4		
Shawls .....		\$270	397		
Carpets and rugs.....	14,808	32,901	47,338	\$76,086	\$111,487
Other sorts .....	800	37			
Total .....	55,198	89,208	105,177	147,835	164,267
All other articles of merchandise:					
Unmanufactured.....	2,017	5,751	3,256	1,479	780
Manufactured .....	5,129	1,415	1,989	7,509	3,056
Grand total.....	62,339	96,374	110,331	156,824	167,093

FOREIGN MERCHANDISE.

Shells and cowries .....	287	4,864			
All other articles of merchandise:					
Unmanufactured.....				78	
Manufactured .....	8,865	5,411	8,496	3,809	2,775
Grand total.....	8,652	10,275	8,496	2,233	2,775
Grand total of foreign merchandise and Indian produce and merchandise .....	65,991	106,649	113,827	158,553	167,869

FOREIGN TRADE COMPETITION.

The subjoined table shows the proportion of the trade of each country in the whole trade of Bombay, the countries being placed in the order of importance of last year's trade:

Countries.	1897-98.	1898-99.	Countries.	1897-98.	1898-99.
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom .....	81.67	82.80	Russia .....	2.17	1.14
China (Hongkong and treaty ports) .....	18.40	16.97	Arabia (Arabia, Maskat, and Arabia, other States) .....	2.06	1.79
Japan .....	6.28	6.24	Straits Settlements .....	1.77	1.14
France .....	6.08	9.08	Aden .....	1.67	1.68
Belgium .....	5.61	5.60	United States .....	1.11	.69
Austria-Hungary .....	4.23	3.43	Turkey in Asia .....	.94	.76
Italy .....	3.55	4.39	Ceylon .....	.68	.46
Persia .....	3.40	3.02	Egypt .....	.46	.50
Germany .....	3.36	3.42	Holland .....	.36	.56
Mauritius .....	2.84	2.87			
Zanzibar, Mozambique, and other ports on east coast of Africa .....	2.40	2.44			

The United Kingdom has about 60 per cent of the whole import trade of the Bombay Presidency. This year, it about equals its trade of 1896-97 and shows an improvement of over 13 per cent in comparison with 1897-98.

TRADE WITH THE PHILIPPINES.

Raw hemp or rope (Manila) and cigars are almost the only articles received from this place, and the trade in them is not of importance. The export trade, too, is small and of a casual nature, cotton twist and yarn of local manufacture being the only items of consequence.

*Total trade with the United States for the past five years.*

Years.	Imports from United States.	Exports to United States.
1894-95 .....	\$1,419,172	\$65,991
1895-96 .....	906,360	106,649
1896-97 .....	1,702,972	113,827
1897-98 .....	1,758,070	158,558
1898-99 .....	1,631,949	167,869

The falling off of imports is due to a smaller trade in gray piece goods and in kerosene and other mineral oils, the two important items comprised in the trade; but in other lines the transactions were larger, and steel (beams, pillars, and girders) and rails and fish plates of steel and iron have been added to the list in the year under review.

The diminished trade in grays is attributed partly to the increased competition of local manufactures and partly to the diversion of the trade to Calcutta on account of the plague at Bombay, and to the tendency of trade to seek direct channels; and that in kerosene oil to local accumulations of stocks from the large imports of the previous year.

Increased shipments of carpets and rugs helped to swell the exports. There was, however, no trade in skins (raw) in the year under review; the value of these amounted to \$15,707 in 1897-98.

Last year, there was a balance of trade of the value of \$1,464,080 in favor of the United States from the Bombay consulate. While our total trade was small, giving us the sixteenth place in the list of nations trading with Bombay, yet the balance of trade placed us near the top of the list.

As substantially all American goods shipped to India are sent in English bottoms by way of Great Britain, many of them being repacked and remarked, thereby losing their national identity, it is not possible to determine the full amount of American goods that find their way here.

#### TARIFF.

The India import tariff is nominally 5 per cent ad valorem (there have been some recent changes in the tariff, but they have not yet been given to the public); but on most articles the valuation is fixed by law. Some duties are specific and are greater or less than 5 per cent of the market value. Other articles, including some kinds of machinery, are free or are taxed a small per cent, usually less than 5 per cent.

#### LICENSES, PASSPORTS, AND PACKING.

Licenses are not required of commercial travelers in Bombay, and no passports are necessary in India. There are no laws or regulations of a nature discriminating against Americans. American goods shipped into India, it ought not to be necessary to observe, should be packed with care, in order to withstand rough handling, and must be clearly marked so as to show the country of their origin, viz: "Made in America."

#### POSTAL RATES.

India is embraced in the Postal Union and has also the advantages of parcel post, not only inland, but with Great Britain and other European countries.

The postal rate to the United States per half ounce is 5 cents or 2½ annas in India money. Local letter rates are one-half anna or 1 cent per tola, which is the weight of the Indian silver rupee. It takes the mails from twenty-two to twenty-five days to reach Bombay from New York, and freight steamers from fifteen to twenty days longer. The mails occupy about fifteen days between Bombay and London, via Brindisi. Some of the express companies of the United States have established branches here, and it is hoped that at no distant day, there may be a direct line of steamers between New York and Bombay.

#### NEEDY AMERICANS.

The present war in the Transvaal has caused a number of Americans to come to India. Some of them are in need and try to find employment. There is never a day that I am not appealed to for relief by some stranded countryman. Permit me to say that there is no employment in India for an American unless he brings it with him, or unless he wishes to compete with the native labor paid at 4 and 6 annas (8 and 12 cents) per day.

#### REMARKS.

We have but a small percentage of the trade of India. Now that we are seeking the consumer outside of our own gates, we should not neglect the importance of the trade of the 287,000,000 of people in India. There are vast fields here that American producers and manufacturers should exploit, in which I believe they could obtain their share with profit. But let me add that it can not be done by means of second-rate men, price lists, or catalogues. American business firms wishing to do business in India should send thoroughly capable and competent men to represent them, to study the conditions, familiarize themselves with the trade, customs, business methods, and especially the needs, wants, and peculiarities of the people, and to establish representatives and branch houses here. This may be expensive in the beginning, but it will be profitable in the end, and it is the only safe way to obtain our proper share of the trade of this country.

WILLIAM T. FEE, *Consul.*

BOMBAY, *October 27, 1899.*

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#### SUPPLEMENTARY.

I give below figures showing the movement of treasure in Bombay. The United Kingdom, the United States, Australia, and China have their main ports given as the principal places of export and import; all other places are put under "Other ports."

The totals for the year 1898 are compared with the preceding year, 1897.

The treasure is in gold and silver, both of which are divided into bullion and coin. The gold coin includes sovereigns, half sovereigns, and all other gold coins. The silver coin includes dollar, rupee, and all other silver coins. The value is given in United States gold dollars.



*Total imports of treasure from foreign countries into Bombay during the year 1898.*

From—	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom: London.....	\$10,001,085	\$1,747,292	\$20,368,948	\$5,942
Continent of Europe: Trieste, Marseilles, etc..		801,070	182,959	26,802
United States: San Francisco and New York.....			358,099	
Australia: Melbourne, Sydney, etc.....	827,767	24,875	2,178,540	
China: Hongkong and Shanghai.....	201,574	92,558	2,680,461	25,868
Other ports.....	70,192	2,622,949	424,882	8,082,828
Total for year 1898.....	11,100,618	5,288,244	8,155,894	8,091,435
Total for year 1897.....	9,846,806	6,672,006	90,689,655	2,041,806

*Total exports of treasure from Bombay into foreign countries during the year 1898.*

To —	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom: London.....	\$8,114,986	\$276	\$7	
Continent of Europe: Trieste, Marseilles, etc.....		16		\$1,750
United States: San Francisco and New York.....				
Australia: Melbourne, and Sydney.....				
China: Hongkong and Shanghai.....				998,598
Other ports.....		32,771	7,884	10,800,738
Total for year 1898.....	8,114,986	33,063	7,891	11,801,061
Total for year 1897.....	1,070,168	167,717	12,682	10,998,214

WILLIAM T. FEE, *Consul.*

BOMBAY, August 23, 1899.

#### VITAL STATISTICS AND SHIPPING OF BOMBAY.

In the Presidency of Bombay, including Sind, during the year 1898, there were 582,371 births registered, against 629,693 in 1897. The recorded births for the year under report were less by 47,322 than the number registered in the previous year, and also less by 70,635 than the average for the ten years ending 1897. By sexes, there were 302,685 males and 279,736 females, against 327,573 and 302,120 in 1897, not including stillborn.

During the year 1898, 7,859 children were registered as stillborn, against 6,797 in 1897. Of these, 4,507 were males and 3,352 females, against 3,848 and 2,949, respectively, in 1897.

The following table shows the number of births registered in each year from 1888 to 1898, their ratio per thousand, and the proportion of males to females. The recorded birthrate for the year 1898 was 30.94 per thousand, against 33.46 in 1897, and a decennial mean of 36.06.

*Births, Bombay Presidency.*

Years.	Popula- tion.	Number of births registered.			Ratio of children per 1,000 popula- tion.	In every 100 births there were—	
		Males.	Females.	Children.		Males.	Females.
1888.....	16,454,414	330,816	304,377	634,698	38.57	52.04	47.96
1889.....	16,454,414	312,974	287,515	600,489	36.49	52.12	47.88
1890.....	16,454,414	338,698	307,417	641,115	38.97	52.05	47.95
1891.....	18,820,346	354,680	328,047	682,677	36.27	51.95	48.05
1892.....	18,820,346	337,150	313,517	650,667	34.57	51.82	48.18
1893.....	18,820,346	345,424	318,881	664,305	35.30	52.00	48.00
1894.....	18,820,346	342,911	317,357	660,268	35.08	51.94	48.06
1895.....	18,820,346	350,115	324,189	674,304	35.83	51.92	48.08
1896.....	18,820,346	359,097	332,750	691,847	36.76	51.90	48.10
1897.....	18,820,346	327,573	302,120	629,693	33.46	52.02	47.98
Mean for ten years ....	18,110,566	339,389	313,617	653,006	36.06	51.97	48.03
1898.....	18,820,346	302,685	279,786	582,371	30.94	51.97	48.03

The next table shows the number of births registered in 1898 in each collectorate and district of the Presidency of Bombay contrasted with those for 1897, and the mean for ten years.

It will be seen that the number of births recorded was lower in 1898 than the previous year in all the collectorates but Kaira, Panch Mahals, in the district of Gujarat, the city of Bombay, and Karachi. The low birthrate was one of the effects of famine, due to the breaking up of family life, to reduced stamina leading to lessened fertility, and to the less number of marriages. The heavy mortality of the plague was also, no doubt, a large factor in the decreased birthrate in the Bombay Presidency.

No.	Collectorates.	Population according to census of 1891.	Mean for 10 years, 1888-1897.		1897.		1898.	
			Number of births.	Ratio per 1,000 pop- ulation.	Number of births.	Ratio per 1,000 pop- ulation.	Number of births.	Ratio per 1,000 pop- ulation.
1	Khandesh .....	1,460,319	61,963	44.47	64,412	44.11	59,497	40.74
2	Nasik .....	841,087	35,879	43.50	35,096	41.73	31,476	37.42
3	Thana .....	618,987	26,171	32.09	27,172	33.18	24,708	30.17
4	Bombay City .....	806,144	14,722	18.49	9,102	11.29	10,544	13.08
5	Kolaba .....	594,779	17,962	31.98	20,979	35.27	19,665	33.06
6	Ahmednagar .....	387,656	38,541	45.52	35,118	39.56	31,823	35.85
7	Poona .....	1,061,449	37,485	37.00	38,585	31.64	31,585	29.70
8	Sholapur .....	750,255	29,512	42.16	23,082	30.77	21,575	28.75
9	Satara .....	1,228,511	47,299	40.20	41,065	33.51	36,358	29.67
10	Ratnagiri .....	1,108,862	38,140	30.88	35,999	32.56	27,118	24.52
11	Belgaum .....	1,011,453	39,570	40.91	37,780	37.85	33,780	33.40
12	Dharwar .....	1,050,583	44,045	44.08	41,762	39.75	36,609	34.85
13	Bijapur .....	796,286	31,708	42.88	23,768	29.85	22,138	27.80
14	Kanara .....	446,156	13,900	31.67	13,890	31.36	10,601	23.76
15	Surat .....	649,824	24,909	38.97	26,408	40.64	24,293	37.33
16	Broach .....	341,450	13,189	39.13	14,473	42.39	13,826	40.48
17	Kaira .....	871,529	29,842	35.05	30,582	35.09	34,290	39.11
18	Panch Mahals .....	918,881	11,254	38.02	11,807	37.68	13,266	42.33
19	Ahmedabad .....	920,922	29,764	38.01	30,505	33.12	30,315	32.92
20	Karachi .....	561,013	15,319	28.56	14,794	26.37	15,510	27.65
21	Hyderabad .....	883,836	18,426	21.80	15,952	18.05	14,991	16.96
22	Thar and Parkar .....	332,401	7,171	24.42	9,482	28.53	9,412	28.32
23	Shikarpur .....	915,068	27,022	30.14	28,149	30.76	24,469	26.74
24	Upper Sind frontier ...	174,469	4,228	26.53	4,735	27.14	4,572	26.20
Total .....		18,820,346	658,006	36.06	629,698	33.46	582,371	30.94

## DEATHS.

Among the civil population in the presidency of Bombay, 548,825 deaths were registered during the year 1898. In 1897, 749,916 deaths, or 201,091 more than in 1898, were recorded.

The following statement shows the number of deaths recorded in each year since 1888:

1888.....	468,039	1894.....	607,179
1889.....	518,562	1895.....	538,540
1890.....	463,616	1896.....	596,472
1891.....	513,132	1897.....	749,916
1892.....	611,742	1898.....	548,825
1893.....	511,831		

Of the total deaths registered, 288,796 occurred among males and 260,029 among females, against 396,154 and 353,762, respectively, in 1897.

The death rate per mille in 1898 was 29.16, against 39.84 in 1897, and a decennial mean of 30.80.

The following table shows for each registration district the population enumerated at the census of 1891, the number of deaths recorded in 1898 by sexes, and their ratios per mille:

	Western registration district.	Central registration district.	Southern registration district.	Gujarat registration district.	Sind registration district.	Total.
Population according to census of 1891:						
Male.....	2,409,980	2,500,086	1,670,334	1,592,090	1,564,946	9,737,386
Female.....	2,111,366	2,530,647	1,634,094	1,506,022	1,801,631	9,062,960
Total.....	4,521,296	5,030,733	3,304,428	3,097,112	2,866,777	18,820,346
Number of deaths:						
Male.....	85,821	58,487	70,149	47,214	27,125	288,796
Female.....	71,416	55,707	66,516	44,663	21,727	260,029
Total.....	157,237	114,194	136,665	91,877	48,852	548,825
Ratio per 1,000 population:						
Male.....	35.61	23.39	41.99	29.66	17.33	29.66
Female.....	33.82	22.01	40.70	29.68	16.69	28.68
Total.....	34.73	22.69	41.36	29.66	17.04	29.16

The following table shows the recorded deaths in each collectorate in 1898 as compared with 1897 and the mean of the previous ten years:

No.	Collectorates.	Population according to census of 1891.	Mean for ten years, 1888-1897.		1897.		1898.	
			Number.	Ratio per 1,000 population.	Number.	Ratio per 1,000 population.	Number.	Ratio per 1,000 population.
	Western registration district:							
1	Khandesh.....	1,460,319	48,508	34.81	62,510	42.81	41,491	28.41
2	Nasik.....	841,087	31,723	38.55	46,800	55.64	26,851	31.92
3	Thana.....	818,967	22,430	27.51	31,200	38.08	23,218	28.34
4	City of Bombay.....	806,144	26,996	33.91	47,475	58.88	51,617	64.08
5	Kolaba.....	594,779	15,146	26.96	22,978	38.68	14,065	23.65
	Central registration district:							
6	Ahmednagar.....	887,656	30,834	36.42	39,398	44.37	19,301	21.74
7	Poona.....	1,061,449	33,682	33.24	60,454	56.95	24,223	22.82
8	Sholapur.....	750,256	24,225	34.61	38,182	50.89	15,864	21.14
9	Satara.....	1,226,511	39,670	33.72	67,301	54.92	32,880	26.86
10	Ratnagiri.....	1,106,862	23,546	21.94	33,321	30.13	21,921	19.82

No.	Collectorates.	Population according to census of 1891.	Mean for ten years, 1888-1897.		1897.		1898.	
			Number.	Ratio per 1,000 population.	Number.	Ratio per 1,000 population.	Number.	Ratio per 1,000 population.
	Southern registration district:							
11	Belgaum .....	1,011,458	29,822	30.88	42,201	41.72	42,255	41.77
12	Dharwar .....	1,050,583	32,267	32.26	38,809	36.94	67,085	63.81
13	Bijapur .....	796,286	22,768	30.89	36,888	46.32	15,890	19.83
14	Kanara .....	446,156	12,584	28.56	15,656	35.09	11,985	26.86
	Gujarat registration district:							
15	Surat .....	649,824	21,791	34.09	25,270	38.88	20,420	31.42
16	Broach .....	841,450	13,897	39.74	11,824	34.63	13,016	38.12
17	Kaira .....	871,529	29,853	35.06	25,580	29.35	24,489	28.04
18	Panch Mahals .....	313,381	7,865	24.88	6,616	21.11	8,670	27.66
19	Ahmedabad .....	920,928	33,041	36.65	26,668	28.96	25,332	27.51
	Sind registration district:							
20	Karachi .....	561,013	13,321	24.84	17,115	30.51	12,951	23.09
21	Hyderabad .....	883,836	15,156	17.93	14,069	15.92	9,758	11.04
22	Thar and Parker .....	332,401	5,388	18.35	6,600	19.86	4,847	14.58
23	Shikarpur .....	915,058	21,305	23.77	28,974	31.66	18,279	19.98
24	Upper Sind Frontier .....	174,469	3,140	19.70	4,082	23.11	3,017	17.29
	Total presidency ..	18,820,846	557,903	30.80	749,916	39.84	548,825	29.16

The following table shows the deaths from plague, arranged by districts and collectorates, Bombay Presidency.

Districts and collectorates.	Population according to census of 1891.	Deaths from plague.				
		1896.	1897.	Ratio per 1,000 population.	Ratio per 1,000 population.	
Western registration district:						
Khandesh .....	1,460,319	5	76	0.06	230	0.05
Nasik .....	841,087	.....	1,075	1.28	1,951	2.32
Thana .....	818,967	96	4,156	5.07	3,235	3.97
Bombay .....	806,144	1,803	10,237	12.70	18,130	22.49
Kolaba .....	594,779	18	1,309	2.20	654	1.10
Central registration district:						
Ahmednagar .....	887,656	4	386	.43	833	.88
Poona .....	1,061,449	39	8,871	8.36	1,355	1.28
Sholapur .....	750,256	1	2,853	3.14	1,557	2.08
Satara .....	1,226,511	.....	10,031	8.18	6,918	5.64
Ratnagiri .....	1,106,862	.....	26	.02	374	.88
Southern registration district:						
Belgaum .....	1,011,458	.....	444	.44	16,301	16.12
Dharwar .....	1,050,583	.....	38	.04	27,764	26.43
Bijapur .....	796,286	.....	3	.....	979	1.23
Kanara .....	446,156	.....	.....	.....	59	.13
Gujarat registration district:						
Surat .....	649,824	21	3,070	4.72	2,552	3.92
Broach .....	841,450	5	9	.08	424	1.24
Kaira .....	871,529	10	3	.....	445	.51
Panch Mahals .....	318,381	.....	.....	.....	201	.64
Ahmedabad .....	920,928	29	65	.08	6	.....
Sind registration district:						
Karachi .....	561,013	59	3,572	6.37	2,722	4.85
Hyderabad .....	883,836	1	499	.57	1	.....
Thar and Parker .....	332,401	.....	2	.....	.....	.....
Shikarpur .....	915,058	1	716	.78	.....	.....
Upper Sind Frontier .....	174,469	.....	8	.02	.....	.....
Total .....	18,820,846	2,086	46,944	2.49	86,191	4.58

At the end of 1896, there had been a total of 2,909 attacks and 2,086 deaths from plague; 61,093 attacks and 46,944 deaths were recorded during 1897, and 110,869 attacks and 86,191 deaths in 1898.

Reports in these pages giving the population of the city of Bombay at 806,144 refer to the civil population, exclusive of civil European and Eurasian residents and fighting men, who number 15,620. The

addition of this figure will give the correct population of the city of Bombay, as shown by the census of 1891, at 821,764.

*Deaths registered according to classes in the districts of the Bombay Presidency during the year 1898.*

RATIO OF DEATHS PER 1,000 OF POPULATION.

Districts.	Mahomedans.	Hindus.	Christians.	Pársis.	Other classes.	Total.
<b>Western registration district:</b>						
Khándesh .....	24.80	30.74	12.46	15.75	3.03	28.41
Násik .....	39.63	32.04	31.99	4.91	0.07	31.92
Thána .....	57.59	27.03	31.34	9.78	3.44	28.34
City of Bombay .....	72.61	64.40	49.85	39.11	73.68	64.03
Kolába .....	24.74	23.61	18.20	9.96	22.20	23.65
<b>Central registration district:</b>						
Ahmednagar .....	22.54	21.80	6.67	26.59	.....	21.74
Poona .....	21.29	22.89	17.30	14.81	.....	22.82
Sholápur .....	20.73	21.17	23.18	8.62	.....	21.14
Sátára .....	26.15	26.84	35.26	7.46	.....	26.88
Ratnágiri .....	26.09	19.37	11.35	.....	.....	19.82
<b>Southern registration district:</b>						
Belgaum .....	50.03	41.04	42.00	.....	9.66	41.77
Dhárwar .....	60.56	64.32	44.75	7.40	.....	63.31
Bijápur .....	18.58	19.40	15.50	.....	.....	19.33
Kánara .....	28.92	26.98	20.33	.....	.....	26.86
<b>Gujarát registration district:</b>						
Surat .....	36.88	31.14	37.33	23.99	.....	31.42
Broach .....	40.18	40.33	34.20	33.30	.....	33.12
Kaira .....	22.34	28.65	11.70	.....	.....	23.04
Panch Maháls .....	36.08	28.20	41.67	.....	.....	27.66
Ahmedabad .....	27.31	27.55	18.56	25.15	2.41	27.51
<b>Sind registration district:</b>						
Karáchi .....	19.27	39.39	28.61	14.20	34.30	23.04
Hyderabad .....	9.78	16.75	.....	65.22	3.18	11.06
Thar and Párkar .....	13.60	17.91	.....	.....	12.40	14.58
Shikárpur .....	18.79	24.66	34.34	23.17	19.43	19.99
Upper Sind frontier .....	16.14	26.34	.....	.....	47.86	17.25
<b>Total of the Presidency .....</b>	<b>23.76</b>	<b>30.71</b>	<b>32.22</b>	<b>32.54</b>	<b>7.25</b>	<b>29.16</b>

This and all the other statements refer to natives only and not to Europeans. Hindus include Hindus of all castes—Jains, Bráhmoe, and Aborigines. In the Western, Central, Southern, and Gujarát registration districts Aborigines are included among Hindus, and in Sind among Mahomedans. Other castes include Bhudhists, Jews, Sikhs, and unspecified.

#### SHIPPING.

The following table gives a summary of the shipping and health of the port of Bombay and of the work in connection therewith for the year ending December 31, 1898:

Vessels, including country craft.	Number of vessels inspected.	Number of persons inspected, including crew of vessel.	Number of vessels disinfected.	Number of persons vaccinated.	Number of persons segregated or rejected.	Diseases and number of cases of each.							
						Plague.	Cholera.	Smallpox.	Measles.	Scarlatina.	Chicken pox.	Enteric fever.	Suspicious fever.
Entered .....	18,081	285,743	20	150	4,277	5	.....	8	3	3	5	1	3
Left .....	58,392	921,828	4	.....	14,911	96	.....	.....	.....	.....	.....	.....	.....
In harbor during the year .....	25	.....	25	.....	.....	17	5	.....	1	.....	5	.....	.....
<b>Total, 1898 .....</b>	<b>71,498</b>	<b>1,207,571</b>	<b>49</b>	<b>150</b>	<b>19,188</b>	<b>118</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>3</b>
<b>Total, 1897 .....</b>	<b>72,306</b>	<b>1,313,117</b>	<b>69</b>	<b>161</b>	<b>42,552</b>	<b>169</b>	<b>30</b>	<b>11</b>	<b>4</b>	<b>9</b>	<b>.....</b>	<b>1</b>	<b>.....</b>

It will be seen from the above table that 71,498 vessels of all sorts with 1,207,571 crew and passengers were examined during the year. The number includes every person who left Bombay by sea during

the year, as well as those who arrived from the ports of western India between Karachi and Bhatkal, inclusive, between the dates January 1, and April 20, 1898. After the latter date, and up to the end of the year, arrivals from infected ports only were subjected to a medical examination.

Out of the vessels shown in the foregoing table, 381 vessels left with 30,991 crew and 26,997 passengers for Aden, Red Sea, and Europe; 402 vessels, with a total of 30,742 crew and 12,693 passengers, for ports out of India other than Aden, Red Sea, and Europe, and the remaining vessels with crew and passengers for Indian ports, including Burma.

Since the 1st of September, 1898, the inspection of the crew and passengers of outward-bound vessels which sailed to ports other than Indian ports has been made by day on shore prior to their embarkment, as directed by the Venice sanitary convention. The ship's company was again inspected on board before the issue of a bill of health, immediately before departure from this port.

The bill of health prescribed by the government of India in 1890, and issued to vessels sailing for foreign ports, was accordingly revised by the addition of the following words in manuscript after "passengers or crew," in the last line of the first clause of the bill, viz, "who have been examined by day on shore before embarkation and found free from plague."

During the year, the sanitary condition of all outward-bound vessels was well looked after by the commanders and agents. The fore-castle was painted or lime washed before departure. The inside of the crew's boxes was similarly dealt with, and the clothing and bedding of the crew were exposed to the sun. Bilges in native craft were generally found clean and were carefully attended to. The holds of all vessels in ballast were thoroughly cleaned, and in most cases lime washed or disinfected with a solution of carbolic acid.

Arrangements were made with the Peninsular and Oriental Company, by which the bedding and clothing of the native crew on ships bound to Europe were disinfected.

Owing to the existence of plague in Bombay, the pilgrim traffic between the Indian ports and Jeddah was stopped during the year 1898. Accordingly, no vessels with Mecca pilgrims left this port for Jeddah during the year.

During the year 1898, the total number of infected vessels of all sorts disinfected under the personal supervision of the port health officer or his staff, assisted by the water police, was 49.

During the year, 17 cases of plague were found on vessels and native craft in the harbor. Besides these, 96 cases were prevented from sailing on vessels leaving the port, and 5 were found on vessels coming from infected ports close to Bombay.

A special sanitary police force was found necessary to assist the port health staff in carrying out the provisions of the Venice convention. The Government therefore appointed 12 European and 50 native police for such work and placed them under the orders of the port health officer.

Inward and outward sea inspections were maintained throughout the year, with the result that, with one exception, no ship bound for Europe or a foreign port was reported to have had a case of plague on board after her departure from Bombay.

WM. T. FEE, *Consul*.  
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## CHINA.

AMOY.<sup>1</sup>

The conservative tendency of all things Chinese was exemplified by the trade summaries for 1898. Statistics show almost the same footings as those reported for 1897. There is a noted exception in the matter of tea, especially so far as price is concerned.

The new tariff of 10 cents gold per pound imposed by the United States had the immediate effect of cutting the price here. Instead of that sum being added to the invoice price and being borne by the consumers in America, as many imagined would be the result, from one-half to two-thirds of the duty has been borne by the dealers and growers. Then, the high standard enforced for Formosa teas rendered it impossible to impose upon the trade adulterated or inferior grades. The result was that sales were less, and, instead of the year's business being a profitable one, tea merchants and native dealers found at the close of the year that they had a serious loss to write off.

Shipping was affected by the reappearance of bubonic plague during the summer, and by the unsettled condition following the beginning of hostilities between the United States and Spain.

In cotton piece goods, the trade was almost exactly the same as in 1897. There was an exception noted in the amount of T-cloth imported, the total being 70,993 pieces, an increase of 8,930 pieces. In Indian cotton yarn, there was an advance of about 40 per cent. The total receipts were 83,337 piculs (11,111,600 pounds). Japanese cotton yarn appears to the amount of 882 piculs (117,600 pounds). Kerosene oil fell off over 66 per cent. Russian oil is being pressed with great vigor, and while of inferior quality, it costs less per can, and each can contains three pounds more. It is noted that the quantity of kerosene oil sold at Amoy has fallen off in the aggregate when compared with the consumption of five years ago. The sales at Swatow, an adjacent port, have in the same time greatly increased. The reason for this was hard to determine. It was recently disclosed to me.

The likin or barrier tax is imposed every few miles on all goods going to the interior, thus adding greatly to the cost before they reach the up-country merchant. A few years ago, the Imperial Government by edict removed these taxes in the country adjacent to Swatow, as a reward for loyalty during an incipient rebellion. As a result, foreign goods intended for the interior adjacent to Amoy come via Swatow. Thus the barrier taxes are evaded, and the additional transportation represents but a small item.

The total imports of American kerosene for 1898 amounted to 580,000 gallons, as against 1,728,690 for 1896.

Attention has frequently been called to the difficulty in determining the amount of American goods imported into Chinese ports. The bulk of such goods land at British Hongkong, and are distributed from there. They appear in returns thereafter as British imports, without regard to their place of origin. In a few items only, like flour, kerosene, and ginseng, the goods can be easily traced. Canned goods, oat products, and piece goods are more difficult to locate. In this way, the

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<sup>1</sup> In reply to circular of July 10.

United States loses credit in Government reports for much of its exports to China.

It will be seen by reference to the table below, giving value of imports for the first half of 1898 and the first half of 1899, that the present year promises to show a considerable advance over the returns for 1898 in several important items. Take the single item of flour: In 1898, the total imports for twelve months were 6,102,266 pounds, as against 6,482,400 pounds for the first six months of 1899. It is also worthy of notice that during the three months from July 1 to October 1, the importation of American flour has about equaled the total for the twelve months of 1898.

A. BURLINGAME JOHNSON, *Consul*.

AMOY, October 2, 1899.

*Value of trade of Amoy with the United States for 1898.*

EXPORTS.

Articles.	Value in United States gold.
Amoy Oolong tea .....	\$20,708.88
Amoy and Formosa Oolong tea, mixed .....	4,011.04
Formosa Oolong tea .....	2,527,480.98
Cigars and cheroots .....	48.00
Narcissus bulbs .....	10,851.27
Personal effects .....	697.50
Live stock and sundries to Manila <i>a</i> .....	88,897.34
Total .....	2,601,670.46

IMPORTS.

Flour .....	\$263,417.70
Ginseng .....	102,564.00
Cotton goods .....	(b)
Quicksilver .....	12,994.10
Kerosene .....	60,475.10
Total .....	439,450.90

*a* Incomplete.

*b* As these goods enter via Hongkong, and are classified as British goods, it is impossible to give figures.

*Summary of the value of imports from different countries for 1898.*

Countries.	Value in Haikwan taels.	Value in United States gold.
Great Britain .....	1,284	\$883.80
Hongkong .....	6,651,067	4,655,746.90
Singapore and Straits .....	956,972	669,880.40
Philippine Islands .....	6,299	4,409.30
Russia—Odessa, by sea .....	5	8.50
Japan .....	52,118	36,479.10
Formosa .....	8,781,468	2,647,024.10
Cochin China, Tonkin, and Annam .....	86,861	60,802.70
Java .....	83,428	16,399.60
Chinese ports .....	79,621	55,784.70
Total .....	11,649,063	8,154,844.10

REEXPORTS.

To the United States .....	86,185,285	\$2,529,466.45
To other countries .....	866,087	606,225.90
To Chinese ports .....	86,008	60,205.60



*Navigation at Amoy for the year 1898.*

Flag.	Entered.				Cleared.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British .....	590	680,274	17	10,257	585	625,344	16	9,164
American .....	4	8,870	5	4,060	4	8,870	5	8,170
German .....	70	64,040	3	1,341	72	65,741	3	1,341
French .....	2	522	.....	.....	2	522	.....	.....
Dutch .....	1	86	.....	.....	1	86	.....	.....
Danish .....	2	1,022	.....	.....	2	1,022	.....	.....
Spanish .....	1	525	.....	.....	1	525	.....	.....
Sweden and Norway .....	16	13,486	.....	.....	16	13,486	.....	.....
Japanese .....	36	29,973	1	18	36	29,973	1	18
Chinese .....	74	58,560	2	88	74	58,258	2	88
Total .....	796	802,308	28	15,704	798	796,777	27	13,681

*Imports of various articles for first half of 1899 as compared with first half of 1898.*

Articles.	1899.	1898.
Kerosene oil:		
American .....	gallons.. 919,870	212,700
Russian .....	do. 920,645	904,376
Sumatra .....	do. 259,890	785,000
Rice .....	pounds.. 102,182,538	9,862,800
Shirtings:		
Gray .....	pieces.. 14,158	14,585
White .....	do. 27,022	24,456
Dyed .....	do. 2,286	2,786
Brocade .....	do. 6,627	8,685
T-cloth .....	do. 32,299	36,101
Drills .....	do. 860	809
Turkey-red shirtings .....	do. 4,612	4,358
Cotton yarn:		
Indian .....	pounds.. 3,763,466	5,505,066
Japanese .....	do. 846,000	73,383
Flour .....	do. 6,102,266	2,566,800

## CHEFOO.

The British consul in his report of Chefoo trade (Annual Series, No. 2307), says:

There is one general remark that applies to the import trade of Chefoo, as to that of the China outports elsewhere, and it is this: However smoothly, however prosperously this branch of trade pursues its course, there is a monotony, a want of novelty, an inelasticity about the demand of any given region that strikes the observer more forcibly each year after the first that he may have to report upon its trade. It may or may not expand. If it does so, it develops in volume, but scarcely in variety.

During the past two years, British firms at home have desired to introduce into this consular district, for example, electric installations, pianos, machine tools, photographic apparatus, beers, sewing machines, hardware, kitchen ranges, bicycles, sparklets, but the consular district remains calm and unmoved and will have none of these things, contenting itself with some more American sheetings, some more Manchester shirtings, and some more Japanese yarn.

The consul may perhaps be correct in relation to British imports, but the customs jetty and the stores show many things almost unknown here two years ago. Let us see how matters stand from an American point of view.

I will take the same years my colleague covers, 1897 and 1898, adding the nine months of this year, and give the result of letters received from merchants in the United States asking me to help them:

Class of merchandise seeking market.	1897.	1898.	1899. a	Results.
Agate ware.....	1			Agency accepted and small orders placed.
Advertising cards.....			2	Agency accepted and orders placed.
Agricultural implements.....	1	1	4	No demand.
Beer.....	3	4	2	Two agencies accepted; large orders placed.
Bicycles.....	8	7	4	Two agencies accepted; 58 sold in district.
Carriages.....			2	No market; no roads.
Condensed milk.....	2	1		Agencies accepted; now selling 2,400 dozen.
Cigarettes.....		1		Bought in Shanghai; large quantities.
Canned goods and groceries.....		3	7	Three agencies accepted; very large sales.
Corn b.....		1	4	Agency accepted; good prospects for large sales.
Cotton goods.....		2		Agency accepted; trial shipments.
Drawing materials.....	2			Agency accepted; small trial orders placed.
Electrical apparatus.....		1	4	Several small orders placed.
Emery wheels.....	1			No demand here.
Fish.....	2	1		Agency accepted; several orders placed.
Fishing tackle.....	1			No demand.
Flour.....			2	First order 14,000 bags; orders placed since.
Ginseng.....			2	Negotiating.
Gramophones.....	1	1		Five sold in district.
Hardware.....	5	5	4	Agency for small ware accepted; small trial order placed.
Hops.....		1		No market.
Ink, writing.....			1	Large order sent. c
Liquors.....		1	2	Several full lines ordered.
Lumber.....	2	1	4	\$550,000 gold sold by the first firm that sought my aid.
Machinery.....	3	5	7	Uncertain; saw one order for \$40,000.
Medicines, etc.....			3	Several small orders given.
Oils.....		1		No result yet.
Optical goods.....			1	Agency accepted; small order placed.
Organs.....			1	Two sold.
Paper.....		1		Nothing yet.
Photograph material.....			1	Agency accepted; trial order placed.
Pumps, etc.....	2	1		Nothing yet.
Railroad supplies.....	1	2	4	Orders placed for fitting 18 cars in Port Arthur.
Safes.....	2			Nothing accomplished yet.
Scales.....	1			Do.
Slates.....			1	No demand.
Stoves.....	1			All stoves sold (except 5) American.
Surgical instruments.....		1		Nothing done.
Typewriters.....	3	1	2	80 to 35 sold in district.
Watches.....	1	4	2	About 150 cheap watches sold.
Watch cases.....	2	1		Agency placed in Tientsin.
Wire.....	1			Nothing accomplished.
Vessels and tugs.....	1	5		Do.
Total.....	46	54	65	

a To October 1.

b See p. 811.

c This report is written with ink made in New York.

*States from which letters were received.*

States.	1897.	1898.	1899.	Total 2 years 10 months.
California.....	4	7	12	23
Illinois.....	7	10	5	22
Indiana.....	1		2	3
Iowa.....			2	2
Kansas.....			1	1
Kentucky.....	2	1	1	4
Louisiana.....		4	1	5
Missouri.....	3	2	4	9
Massachusetts.....	2	4	2	8
Michigan.....		4		4
Minnesota.....			1	1
New York.....	16	8	14	38
New Jersey.....	2	2	2	6
Ohio.....	2	5	4	11
Oregon.....		2	1	3
Pennsylvania.....	4	3	6	13
Rhode Island.....	1			1
Tennessee.....			2	2
Washington.....		2	5	7
Wisconsin.....	2			2
Total.....	46	54	65	165

The above are only the requests for assistance, and represent less than one-twentieth of the inquiries received from the United States during that period. To save space, I have grouped the subjects as concisely as possible. Of the 41 classes, 23 have been placed.

In many cases there is no market here for the merchandise, but the above gives some idea whether or not it pays to write to the consul. Again, it frequently happens that I receive applications from firms whom I refer to Tientsin or Shanghai as a better field, and quite recently I have helped them to connect with houses in Port Arthur. Of course, many classes were already for sale, but the above refers only to new lines.

Three years ago, one could not purchase in Chefoo American beer, whisky, bicycles, watches, rubber boots and shoes, sewing machines, stoves, ink, paper, drawing material, photographic materials, or canton flannels.

The Annual Report of Trade of Chefoo for the calendar year 1898 is most interesting, for, aside from the usual details of trade, it is accompanied by several maps, of which I will treat in their appropriate places. The report was issued this year earlier than usual, which made it all the more valuable. A review of the most salient points was published in Advance Sheets No. 504 of August 16 last.<sup>1</sup>

In that review, the department valued the customs (haikwan) tael for 1898 as equal to 70 cents gold. In 1897, the mint valuation was 73.9; in 1896 it was 81.1.

The commissioner of customs reports (the gold valuations are inserted by myself):

(1) *Local*.—The most striking feature of the trade of this port during the year 1898 is the large increase in the net value of imports, which rose from 14,334,563 haikwan taels (\$10,593,242) to 18,576,142 haikwan taels (\$13,003,299) in contrast with a decrease in the value of exports, which receded from 7,717,413 haikwan taels (\$5,663,168) to 7,662,632 haikwan taels (\$5,368,842). The balance against our export trade, though larger than before, is, however, more apparent than real. During the twelve months just passed, Germany has entered into possession of a port in this province and the British have succeeded the Japanese in Weihaiwei,<sup>2</sup> while for months a large foreign squadron was anchored off this port, with the result that money has been poured into the hands of the people from sources not in the ordinary course of trade. There has also arisen a brisk and remunerative junk traffic with Port Arthur, where the demand for eggs and chickens and other eatables has proved unceasing. I am informed that one native shop alone realized a profit of 2,000 haikwan taels (\$1,400) or 3,000 haikwan taels (\$2,100) from the export of eggs to that place. The sale of provisions of local origin to foreign ships of war and foreign troops may be justly regarded as export trade from our point of view, the goods being paid for with money supplied by foreign governments. There is no possibility of justly estimating the value of the income derived from this source, but it has been large enough to greatly enhance the prices of articles most in demand. The same process of reasoning would lead us to regard as reexport trade (and, therefore, to be deducted from the figures given as value of net import trade in striking a balance with exports) all supplies received in Chefoo for these foreign fleets and troops. What the figures actually are can not be known, but some idea may be gathered from a consideration of three different articles of importation, whose large increase must be almost entirely due to the requirements of foreign commissariats. These are wines and spirits, of which the value of the 1898 importation was 100,000 haikwan taels (\$70,000) against 28,000 haikwan taels (\$20,692) in 1897; household stores, 70,000 haikwan taels (\$49,000) against 11,000 haikwan taels (\$8,129), and flour, 110,000 haikwan taels (\$84,700) against 12,000 haikwan taels (\$8,868).

Through the courtesy of the local agents of foreign banks, I am in a position to state that treasure to the extent of over 1,000,000 haikwan taels (\$700,000) has

<sup>1</sup> Also in Consular Reports No. 229, October, 1899.

<sup>2</sup> The Russians have Port Arthur and Tallienwan across the gulf.

passed through this port for the use of foreign men-of-war and troops, chiefly Russian and British. The figures do not include what was brought by the ships themselves, which in the case of the British must have amounted to a very considerable sum. The opening of Chingtao to steamer traffic is calculated to affect the trade of Shanghai and Chinkiang rather than that of Chefoo, because the regions likely to be supplied with imports and tapped of exports by the new channel are chiefly those portions of Shantung, which, from their geographical position, have hitherto been dependent upon Chinkiang and Shanghai for their maritime trade.<sup>1</sup>

Among the material means to be thought of for developing the prosperity and, by consequence, the export trade of the northern part of this province, the first part must be given to the problem of controlling the waters of the Yellow River, so as to prevent, if possible, the periodical floods of which the year under review has witnessed so appalling an example.<sup>2</sup> The Central Government has already taken the matter into consideration, and no doubt all will be done that the best engineering science can do to prevent future losses to life and property. There are other great rivers of the world which, but for the means adopted, would cause as much havoc and distress as the Yellow River. A Yellow River board, with a Chinese president, assisted by foreign engineers of this particular branch of Western science—river conservancy—is what is required.

Another need that might well occupy the attention of the rulers of the country is the want of good roads. The construction of macadamized roads along the main lines of traffic would allow of carts, entirely replacing pack mules as the ordinary means of transport, and would, by economizing in the matter of land carriage, afford a sea outlet for goods that as yet it does not pay to export. Quarries of stone suitable for road making are easy of access.

The unearthing of the mineral wealth with which Shantung is credited, and the laying down of lines of railway wherever likely to be profitable, will require imported capital. The part of the Government will be to afford reasonable inducements to capitalists to embark in such undertakings. Much may be hoped from the stimulus to trade which will be given as soon as steamboats begin to ply along the coast under the new provisions for regulating steam traffic in "inland waters." An improvement adding greatly to the trading facilities of this port would be the building of a breakwater to protect shipping against northerly gales, thus removing the dangers incident to the handling of cargo in an exposed roadstead, and abolishing the tardy movement of goods in lighters in favor of more speedy shipment and discharge alongside a sheltered wharf or pier. One sign which might lead one to suspect a scarcity of silver in the province is to be found in a slight rise in the rate of interest charged by native banks for loans.

On the other hand, according to our returns, the silver prices of nearly all our principal articles of import, and most of our exports (silk and its products being a notable exception), have risen. This general advance in silver prices may, in some instances, be due to the scarcity of copper cash; but in the face of our increased volume of trade, the only credible interpretation to put upon it is that the supply of white metal must have kept pace with the demand. In spite of figures, however, the Chinese complain of some scarcity of silver, which may be due to a demand for sycee that has sprung up in Tsou-p'ing-hsien, one of the slightly flooded districts, where the wealthy families, numerous in that neighborhood, are converting their available assets into portable form for fear of tumult.

The only manufacturing industries on foreign lines at present being worked in this district are a silk filanda, where 509 bales of brown silk were turned out last year<sup>3</sup>—about its full working capacity; several factories for the production of handmade silk; a flour mill, which has not yet proved a success, and a foreign wine factory, whose vines are not yet sufficiently mature to furnish the grapes suitable for wine manufacture. There is no mint in the province.

(2) *Revenue*.—The total collection amounted to 566,582 haikwan taels (\$396,551), an increase of 105,573 haikwan taels (\$73,901) over that of 1897, the largest on record. This increase is chiefly accounted for under imports, 76,291 haikwan taels (\$53,404), and opium and likin 19,294 haikwan taels (\$13,506), all other headings, with the exception of exports, showing advances. To the total collected, foreigners only contributed 48,495 haikwan taels (\$33,947), inclusive of 23,162 haikwan taels (\$16,213) tonnage dues.

<sup>1</sup> For detailed description of the superior geographical position of this port, see my report in *Commercial Relations*, 1896-97, p. 991.

<sup>2</sup> See my Report on the floods, Advance Sheets No. 382, March 24, 1899 (*Consular Reports* No. 224, May, 1899).

<sup>3</sup> I certified to invoices covering this silk to value of \$52,582.32 gold in the calendar year 1898.

(3) *Foreign trade.*—(a) Imports: The net value aggregated 14,542,823 haikwan taels (\$10,179,976), or nearly 3,500,000 taels over that of 1897, the most noticeable feature being the large increase in the direct import trade (i. e. from foreign countries), which, in this case, is solely due to the steadily and fast-growing influx of Japanese goods exported from Kobe and coming direct to Chefoo, thus avoiding the cost of transshipment at Shanghai and affording a cheaper rate of freight to the shippers.<sup>1</sup>

Japanese cotton yarn advanced from 86,000 piculs (11,466,666 pounds) to 182,000 piculs (24,266,666 pounds), one-third only of this amount arriving via Shanghai, while more than one-half came last year through that channel. The chief distinction between the Japanese yarn coming via Shanghai and that imported direct from Kobe is in the weight and packing, which would seem to have been purposely adopted to suit the requirements of the overland markets. The ordinary bale from Shanghai weighs 3 piculs (400 pounds) and is packed like piece goods. That imported direct from Kobe is a much smaller bale, weighing about 150 catties (200 pounds), and roughly but strongly packed in coarse straw mats. This smaller bale is more easily carried by pack animals, and does away with the splitting and repacking necessary when handling the larger and heavier 3-picul bales.<sup>2</sup>

There has also been a fair demand for Japanese T cloths, the importation amounting to 21,000 pieces, a big increase when compared with the figures of the previous years, which hardly average 2,000 pieces a year.

The total importation of matches (1,496,000 gross) doubles that of 1897; and here also the Japanese industry predominates, giving this year nine-tenths of the total importation.

Turning to cotton piece goods (not including Japanese), the greater part of which are reexports from Shanghai, the chief increases are: American sheetings (207,000 pieces) and American drills (21,000 pieces), while the principal decreases are: English and Indian T cloths (68,000 pieces) and English and Indian sheetings (34,000 pieces). Under sundries, a big increase is to be noted in American flour (100,000 piculs, 1,333,333 pounds), almost entirely for the use of foreigners at Port Arthur, Talienwan, and Weihaiwei. Kerosene oil shows a falling off as compared with the figures for 1897.<sup>3</sup>

(b) Exports: There was an increased value of 327,204 haikwan taels (\$229,043) in this branch of the trade, the value of native produce exported to foreign countries being 1,674,957 haikwan taels (\$1,172,470). Of this sum, Hongkong<sup>4</sup> is credited with 743,000 haikwan taels (\$520,100), the chief increases to that port being in beans, dates, salt fish, ground nuts, and ground-nut oil; Vladivostock with 492,000 haikwan taels (\$344,400); Japan with 300,000 haikwan taels (\$210,000), 10 per cent of which comes under wu-ting wood, a light kind of wood, well adapted to the making of clogs for the Japanese; Korea with 131,000 haikwan taels (\$91,700), and Formosa with 7,000 haikwan taels (\$4,900).

(c) Reexports: The value of native products reexported to foreign countries amounted to 45,960 haikwan taels (\$32,172), or nearly the same figures as in 1897. Among foreign goods reexported to foreign ports, which amounted to 193,248 haikwan taels (\$135,274), the only important item to be noted is Korean ginseng, which was reshipped to Hongkong to the extent of 156,000 haikwan taels (\$109,200) in value.

(4) *Coast trade.*—(a) Original shipments coastwise: Native produce of local origin was exported to Chinese ports to the value of 5,987,675 haikwan taels (\$4,191,373<sup>5</sup>), against 6,369,660 haikwan taels (\$4,707,199<sup>6</sup>) in the previous year. On the whole, the year was a bad one. It was disastrous for silk of all descriptions. The native silk men, cocoon merchants, and filature owners have lost heavily. Half of the native silk

<sup>1</sup> For detailed advantages of direct shipment, see my report in Advance Sheets No. 468 of July 5, p. 13; also in Advance Sheets No. 504 of August 16, p. 4 (Consular Reports Nos. 228 and 229).

<sup>2</sup> See my report in Advance Sheets No. 504, August 16, p. 4 (Consular Reports No. 229, October, 1899); also Consular Reports No. 160, January, 1894, "Packing for foreign markets."

<sup>3</sup> See my report in Advance Sheets No. 504, August 16, p. 2, and No. 348, February 11, 1899; also Consular Reports 223, April, 1899.

<sup>4</sup> I certified to invoices covering exports to United States, 1898, to value of \$166,329.57; to Manila, \$7,148.24; total, \$173,477.81. When going via Shanghai or Hongkong, they are included under those headings.

<sup>5</sup> Of which \$166,329.57 was sold in Chefoo to the United States.

<sup>6</sup> Of which \$156,347.87 was sold in Chefoo to the United States. A far greater amount is sent to Shanghai and purchased there for the United States.

shops have closed, and those still doing business are out of pocket to a large extent. Some business was done in silk waste, but the local practice—to bring in the stuff in the rough state, loaded with sand, salt, and other ingredients which weigh, but are worthless—greatly reduces the profit of the Chefoo purchaser.

In Shanghai, the native dealers clean and sort, according to a certain standard, all silk waste previous to its being offered for purchase. The exports of straw braid amounted to—

	1897.	1906.
Foreigners.....	<i>Bales.</i> 9,684	<i>Bales.</i> 17,221
Chinese.....	24,375	24,964
Total.....	34,209	32,176

a Of which \$112,621.40 worth was declared in this office for the United States and \$7,148.81 for Manila.

showing during the past year a decline of 2,034 bales. Chinese shipped 579 bales more than in 1897. Thus, the decrease is accounted for by the reduced shipments of foreigners—say 2,613 bales less than in 1897. The cause of this dwindling is largely due to the rapid strides in the straw-braid industry that the Japanese have made. The conditions under which they work are more practical and better regulated than the Chinese care to try, in spite of all being constantly and carefully pointed out to them. The Chinese producer, like his English fellow, says, in so many words: "Take what I make or leave it."

We see under "Foreign imports" what strides Japanese yarn has taken by packing to suit transit; and producers, if they wish to enlarge their business, must comply with the wishes of the consumer or purchaser. It becomes more patent every day that the tendency of the trade in straw braid is to drift to Shanghai, where there is more foreign competition and consequently a better market. All the principal producers have their agents there, who keep their employers very fully posted as to the course of the market for every pattern; and often goods are shipped away to Shanghai without even being seen on this market—a fact readily enough understood in the case of contract goods, but that also applies to other straw braid, which is for sale in the ordinary course of business. The exportation of bean cake amounted to 970,000 piculs (129,333,333 pounds), against 1,277,000 piculs (170,266,666 pounds), a decrease of over 200,000 piculs. No profits were made by the merchants, owing to the dearness of both beans and copper cash. In vermicelli, there was a small decrease of 6,000 piculs (900,000 pounds).

(b) Reshipments coastwise: This heading shows a total value of 848,904 haikwan taels (\$594,233), an advance of 215,000 haikwan taels (\$150,500) over the figures for the previous year. Korean ginseng, 374,000 haikwan taels (\$261,800); wild raw silk, 204,000 haikwan taels (\$142,800), and straw braid, 84,000 haikwan taels (\$56,800), chiefly contributed to this amount.

(c) Coastwise arrivals: The gross value of the trade in native produce imported from native ports (chiefly Shanghai, Swatow, Niuchwang, Tientsin, Amoy, and Canton) amounted to 4,452,100 haikwan taels (\$3,116,470), an advance of 937,000 haikwan taels (\$655,900) over the previous year. Although the importation of Shanghai cotton yarn has not yet realized all expectations, a noticeable increase may be seen under that heading, the receipts having been 12,589 piculs<sup>1</sup> (1,678,533 pounds), against 4,494 piculs (599,200 pounds) in 1897.

Sugar of all grades has been stationary.

The latter part of the year saw a large importation of rice—roughly, 100,000 piculs (1,333,000 pounds)—which, however, was not sufficient to ease local prices, which have been unprecedentedly high.

(5) *Inland transit*.—No dues at present are collected on merchandise transported by land routes, but goods carried by junk from one nontreaty port to another nontreaty port pay likin, as well as native custom-house duties. Wherever there is a native custom-house, there by its side is a likin office; and a uniform rate of 3 mace (\$0.21) likin to every 1 tael (\$0.70) duty is collected throughout Shantung. The collector is allowed to retain two-tenths for office expenses, so that for every sum of 10,000 taels collected he remits 8,000 taels to the head office at Chinanfu.<sup>2</sup>

(6) *Shipping*.—The total number of vessels entered and cleared was 2,563, aggre-

<sup>1</sup> One picul = 133½ pounds.

<sup>2</sup> Capital of this province (Shantung).

gating 2,320,437 tons, a slight decrease as compared with the figures of 1897. Freights have been well maintained by the three chief companies, and the tariff has been increased in some cases—on straw braid, for instance—without apparent detriment to anyone. The Vladivostok trade has been a lucrative one—the charterer of one steamer is reported to have cleared \$11,000 (\$5,038<sup>1</sup>) on his venture—the result being that half a dozen steamers are said to be chartered by various Chinese for the same trade next season. The Russian steamers running between Chefoo and Port Arthur have, of course, added to the general shipping of the port, as well as the German subsidized steamers *Apernade* and *Mathilde*, which are trading via Kyau-chau.

(7) *Passenger traffic*.—During the year, 59,671 natives left the port and 61,376 arrived here. There was the usual traffic with Niuchwang, Tientsin, and Vladivostok, while the number of native passengers to and from Port Arthur—principally coolies engaged there on railway work—has considerably increased.

(8) *Treasure*.—The most noticeable features shown by the treasure table are: (1) The net export of silver sycee, representing in value 3,247,000 haikwan taels (\$2,270,900), and gold in bars, 1,180,000 haikwan taels (\$826,000); (2) the net imports of silver in Mexican dollars, representing in value 1,300,000 haikwan taels (\$910,000), the latter, to a great extent, for the use of the foreign fleets and troops stationed in the neighborhood. Mexican dollars were worth 7.4 mace (\$0.49 gold) each, Chefoo currency (100 haikwan taels = 106.40 Chefoo taels), at the beginning of the year, and only 6.98 mace in December. At the same time, there is no stock of dollars in the open market, and the explanation of the decline in their exchange value in terms of silver sycee is probably the increased demand that has arisen for the white metal. Silver bullion and copper cash are the only forms of money used generally in the province, and the former is doubtless being more largely employed so as to economize the dwindling stock of the less valuable coin. It is said, also, that it is being withdrawn from circulation, to some extent, in parts of the province where disturbances are feared. The average number of cash for which the Chefoo tael has exchanged during the year is 1.155. The highest rate was 1.220 cash to the tael, in the month of May; the lowest, 1.065, in November.<sup>2</sup>

(9) *Opium*.—(a) Foreign and (b) native.—The total importation of foreign opium was 497 piculs (66,266 pounds), a figure in excess of the previous year's importation (321 piculs = 42,800 pounds), and the highest on record since 1887. This increase is partly due to the poor crop of native opium.

(10) *Miscellaneous*.—The China Merchants' Steam Navigation Company's inland steamship *Kwangchi* made 26 trips to the local nontreaty ports. Among other goods, she took away 4,700 bales of cotton piece goods, 20,400 bales of cotton yarn, and 400 cases of kerosene oil, and brought back to Chefoo 8,900 bales of straw braid, 117 chests of native opium, 140 bales of silk, and 730 bales of cocoons.

The Chefoo merchants, native and foreign, have not yet availed themselves of the opportunity afforded by the opening of inland waters to steam navigation. The short period that has elapsed since the regulations have been published, together with the coming winter, has precluded all idea of a start being made this year. It is, however, only fair to suppose that the opening to steam navigation of a traffic which has up to the present either been monopolized by the steamship *Kwangchi*<sup>3</sup> or confined to native junks, will be an important factor in the development of trade between Chefoo and the native ports on the coast of the Gulf of Pechili.

*The Yellow River floods*.—By the bursting of the banks 34 haien (counties) are reported to have been flooded in whole or in part during the year. Of these, 11 lie to the southeast of the river and 20 on the northwest side. It is computed that at least 2,500 square miles of cultivated land have been subject to this overflow.

<sup>1</sup> Value by Director of the United States Mint, \$1 Mexican = \$0.458.

<sup>2</sup> October 12, 1898, rate was 800 cash = \$1 Mexican. To-day, October 12, 1899, the rate is 820 cash = \$1 Mexican.

<sup>3</sup> Taken off. No steamer running in her place.

<sup>4</sup> See my report, Advance Sheets No. 322, January 12, 1899 (Consular Reports, No. 222, March, 1899).

## SHIPPING.

*Number and tonnage of vessels entered and cleared under each flag for the year ended December 31, 1898.*

Flag.	Inward.		Cleared.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
<i>Steamers.</i>						
British .....	575	575,715	574	574,278	1,149	1,149,993
German .....	145	106,892	145	106,892	290	217,784
Dutch .....	1	822	1	822	2	1,644
Danish .....	6	3,886	6	3,886	12	6,772
Swedish and Norwegian .....	43	34,478	43	34,478	86	68,956
Russian .....	26	25,597	26	25,597	52	51,194
Japanese .....	107	96,279	106	96,584	213	191,813
Korean .....	4	1,278	4	1,278	8	2,556
Chinese .....	362	305,908	362	305,819	724	611,727
Total steamers .....	1,269	1,152,355	1,267	1,150,084	2,536	2,302,439
<i>Sailing vessels.</i>						
American .....	3	3,237	3	3,237	6	6,474
British .....	6	6,415	11	6,415	19	11,480
Japanese .....	1	47	1	47	2	94
Total .....	12	8,299	15	9,699	27	17,998
Grand total .....	1,281	1,160,654	1,282	1,159,783	2,563	2,320,437

Compared with the table in my report for 1897, Commercial Relations, 1898, page 989, I find the following:

*Total shipping in 1897 and 1898.*

Flag.	1897.		1898.		Decrease.		Increase.	
	Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.
<i>Steamers.</i>								
British .....	1,329	1,313,061	1,149	1,149,993	180	163,068	.....	.....
German .....	290	216,144	290	217,784	.....	.....	30	1,640
Dutch .....	6	4,932	2	1,644	4	3,288	.....	.....
Danish .....	.....	.....	12	6,772	.....	.....	12	6,772
Swedish and Norwegian .....	96	77,202	86	68,956	10	8,246	.....	.....
Russian .....	24	22,544	52	51,194	.....	.....	28	28,650
Austrian .....	2	3,948	.....	.....	2	3,948	.....	.....
Japanese .....	146	129,838	213	191,813	.....	.....	67	61,925
Korean .....	2	838	8	2,556	.....	.....	6	1,668
Chinese .....	695	597,040	724	611,727	.....	.....	29	14,687
Total steamers .....	2,560	2,370,647	2,536	2,302,439	196	183,550	172	115,842
<i>Sailing vessels.</i>								
American .....	6	2,862	6	6,474	.....	.....	.....	3,612
British .....	19	9,498	19	11,430	.....	.....	.....	1,932
Japanese .....	.....	.....	2	94	.....	.....	2	94
German .....	2	894	.....	.....	2	894	.....	.....
Swedish and Norwegian .....	4	1,400	.....	.....	4	1,400	.....	.....
Total .....	31	14,654	27	17,998	6	2,294	2	5,638
Grand total .....	2,591	2,385,301	2,563	2,320,437	202	185,844	174	120,980

This table shows net loss of 28 ships (14 entries and 14 clearances) and 68,864 tons, as compared with the same period of 1897.

Great Britain suffered heavily, to the extent of 180 steamers, with 163,068 tons, while Germany, Denmark, Russia, Japan, Korea, and China made gains, more than half of the increased tonnage being credited to the Japanese flag.



While we held our own in number of sailing vessels, we gained 3,612 tons, against Great Britain's gain of 1,932 tons. But I have again to lament the nonappearance of our flag on a merchant steamer. In fact, there is nothing in the above to change my remarks as found on pages 989 et seq., *Commercial Relations*, 1898, vol. 1, to which I respectfully refer all Americans who are seeking points to support their views for the revival of American shipping.

While our trade is increasing by strides unparalleled in our history, we are paying an enormous percentage of the profits of the trade to alien flags for carrying our cargoes, and the great nations are making every effort to keep us out of this lucrative field.

During recent years, many new lines of steamers have been inaugurated on the Pacific coast, all of them depending for support upon our cargoes; on the other hand we show a constant and steady diminution of trans-Pacific shipping, when it all should be ours.

With vast commercial interests in the near and far Pacific, the way we depend upon foreigners to transport ourselves, our mails, and cargoes seems almost criminal.

Again I repeat what I wrote a year ago:

Nothing disgusts me more than the study of the shipping tables of China. Our once preponderating influence is gone, and no one thing has done more to curtail our prestige, influence, and trade than this almost total disappearance of the American flag from the China seas.

Even Korea appears better in the Chefoo tables than we do, for she is credited with eight steamers.

#### TRANSPORTATION.

In the spring and summer, several attempts were made to run small steamers under the much-vaunted inland navigation rules, and although the edict was issued in June, 1898, up to the present all attempts have proved dismal failures.

Several trips were made under these regulations to Tungchaufu and other small towns along the coast. The American house of L. H. Smith & Co. started and was followed by the British house of Cornabé, Eckford & Co.; but, as above stated, they met with so many obstacles that finally they had to cease, and thus another "forward movement" is in abeyance. Chinese merchants begged me to arrange a method by which the United States flag could fly over their boats that they intended to put on this service.

Steamers now leave on alternate days for Port Arthur, and the Japanese have increased the number of their calls to this port, having several lines—a Kobe-Tientsin line, Hongkong-Vladivostock line, Japan-Korea, Japan-Niuchwang, etc., all of which stop here going and returning. The Kobe line makes connection with the Atchison-Topeka line of steamers, so that cargo is shipped over that railroad, put on its steamers and transhipped in Kobe for Niuchwang, Tientsin, and Chefoo, thus avoiding the extra expense incurred in Shanghai.

The Germans are running subsidized lines from Shanghai, via their new colony—Tsintau (Kyau-chau)—Chefoo, and Tientsin, while the Russians also have a Shanghai-Port Arthur line as well as a Shanghai-Vladivostock line, and a line now runs direct from Hongkong to Chefoo. Nearly all our flour comes up from Hongkong by this line. Chefoo is well situated as a maritime port, whatever its drawbacks as a commercial port may be.

The following table shows the relative positions of the principal coast ports:

*Shipping.*

	Ports.	1897.		1898.	
		Ships.	Tons.	Ships.	Tons.
1	Shanghai.....	5,790	7,683,796	6,810	8,205,028
2	Chefoo.....	2,591	2,385,301	2,563	2,320,487
3	Amoy.....	1,698	1,727,251	1,644	1,680,420
4	Tientsin.....	1,465	1,326,668	1,488	1,377,116
5	Ningpo.....	1,243	987,583	1,376	1,021,404
6	Niuchwang.....	866	780,964	972	827,770
7	Fuchau.....	631	641,796	628	618,673

In referring to shipping tables in China, it must be borne in mind that they do not include native style ships, but refer only to foreign-owned ships or foreign style Chinese-owned ships, and even the latter do not all enter the "foreign customs."

The native shipping is enormous. It is hard to explain the system in vogue in China, but we will suppose that there are two custom-houses in New York City. One is under the control of an Englishman, and all shipping to or from foreign countries enters there. The other, alongside of it, is under the control of an American, to whom all American ships report and receive their clearances, whether for abroad or coast ports.

The Japanese are rapidly increasing their trade between North China and Japan by means of their direct lines, and are also making strenuous efforts to capture the American traffic by taking such cargo at Kobe for the northern ports. Doubtless, there is a good deal of merchandise classed in the tables as Japanese that is really ours, by reason of this transshipment at Kobe.

The docking of the torpedo destroyers in the docks at Taku (Tientsin), mentioned in my last annual report (Commercial Relations, 1898, p. 993), was, I am told, a perfect success.

The *Kwangchi* ceased running along the coast (see last Annual Report, p. 993), and has been transferred to Taku for lighterage purposes. Since the attempt to run launches has been abandoned, this profitable field is neglected, while the *Kwangchi*—Chinese-owned—made money before the edict granting all the privilege (?) of inland navigation was passed. There is not even a Chinese steamer now running from here to the nontreaty ports.

QUARANTINE.

On the 12th of August, the consular body was officially informed of the existence of plague in the neighboring port of Niuchwang. The taotai here wrote to the taotai of Niuchwang for particulars. He coolly replied: "There is no plague here." This in spite of the testimony of two British, two Japanese, and three Russian doctors. My eight colleagues and myself have been trying ever since to get the Chinese to enforce quarantine against that port. Finally, we have had to appeal to the diplomatic body in Peking, where the question is now being discussed.

Immediately on the news of plague, the merchants here ordered medical inspection on all ships from that port. That is our only safe-

guard so far. The fee for the doctor's visit is 25 taels—say \$18.75 gold—per ship, a heavy item which the merchants are now paying, but we hope that the diplomatic body will prevail upon the Tsung-li Yamên to reimburse the merchants, as it is in the interest of trade and the health of the port that they insist upon inspection. Meanwhile, the Russian authorities have declared Chefoo infected, and this causes a great loss to trade here. They have taken this action on the ground that Chefoo is not enforcing quarantine against Niuchwang. Every seaport in China has issued quarantine rules against Niuchwang except the nearest, Chefoo. The Tsung-li Yamên, after great pressure, forbade the exportation of coffins from Niuchwang, yet they are being landed at Têngchow, forty miles from here. This illustrates how hard it is to get the natives to understand the simplest rules of health.

*COMMERCE OF CHEFOO, 1898.*

[Value (gross) of foreign goods imported into Chefoo.]

	Haikwan taels.	United States gold.
1897 .....	11,825,064	a 38,590,922
1898 .....	15,212,154	b 10,648,508
Increase .....	3,587,090	2,057,586

a Taking the value of the tael at \$0.739.

b Taking the value of the tael at \$0.70.

The gross value of foreign imports for all China was \$145,448,058.

The increase in value in 1897 over 1896 was \$427,406; thus the foreign imports increased in value in 1898 over 1896 by \$2,484,992.

*Value of native produce imported from other Chinese ports.*

	United States Gold.
1897 .....	\$2,600,952
1898 .....	3,116,470
Increase .....	515,518

In 1897, this trade showed a decrease of \$325,418.43 from that of 1896.

*Value of produce of local origin exported to foreign countries and Chinese ports.*

	United States gold.
1897 .....	\$5,710,885.62
1898 .....	5,656,989.10
Decrease .....	53,896.52

This shows, however, an increase in tael value of 327,000 haikwan taels. In 1897, this trade showed an increase of \$603,851.82 over that of 1896.

*Gross value of the trade of the port.*

	Haikwan taels.	United States gold.
1897 .....	22,857,277	\$16,914,348.98
1898 .....	27,826,866	19,128,802.00
Increase .....	4,469,589	2,214,457.02

The tables given above are those entered at the foreign custom-houses. Of those entered at the native customs we have no record, and at present we have no access to the returns of the recently established customs in Tsintau, which should be added as forming part of the trade of this district, as well as goods going in overland via Chinking and Shanghai on the south and Tientsin on the north.

The value of the overland imports from Shanghai (foreign goods) in 1898 was 38,170 haikwan taels (\$26,677), against 25,000 haikwan taels (\$18,504.04) for 1897, while the value of the imports overland from Tientsin was at least \$1,000,000 gold. Thus, leaving out, as we must, the enormous trade via Tsintau, we have foreign imports to the value of \$11,675,185, or an increase from 1897 (\$9,352,246) of \$2,322,339.

*Imports in 1898.*

Articles.	1898.	1898.	Decrease.	Increase.
<b>Cotton goods:</b>				
Shirts.....pieces..	268,004	401,478		133,472
T cloths.....do....	158,694	151,898	2,801	
Indian.....do....		2,272		2,272
Japanese.....do....		21,356		21,356
<b>Drills—</b>				
English.....do....	27,871	10,310	17,561	
Indian.....do....	α 3,120	135	2,985	
Dutch.....do....	α 2,100	180	1,920	
American.....do....	57,679	163,547		125,868
Japanese.....do....	α 1,845			1,845
<b>Jeans—</b>				
English.....do....	7,909	4,410	3,499	
American.....do....	900	7,980		7,080
<b>Sheetings—</b>				
English.....do....	78,740	17,600	56,140	
Indian.....do....	b 17,885	600	17,285	
American.....do....	85,065	543,470		458,415
Japanese.....do....	α 5,484	1,760	3,724	
Chintzes and furnitures.....do....	25,001	51,280		22,279
Twills, printed.....do....	2,982	355	2,607	
Turkey red cottons.....do....	31,159	29,928	1,231	
<b>Cotton—</b>				
Lastings.....do....	22,018	34,086		12,028
Italians.....do....	12,980	50,864		37,984
Velvets and velveteens.....do....	1,344	1,616		172
Muslins.....do....	20,568	17,184	3,384	
Handkerchiefs.....dozen..	5,440	9,258		3,813
Towels.....do....	40,908	68,129		17,221
Japanese.....do....		5,819		5,813
Cotton Spanish stripes.....pieces..		5,015		5,015
Cotton flannel.....do....	3,667	6,482		2,815
Japanese cotton cloth.....do....		4,974		4,974
Japanese cotton crape.....do....		3,917		3,917
<b>Cotton yarn—</b>				
English.....pounds..	56,000	178,660		122,660
Indian.....do....	9,801,200	6,581,466	3,269,734	
Japanese.....do....	α 1,062,983	24,309,200		23,246,267
Shanghai.....do....		1,563,738		1,563,733
<b>Woolen goods:</b>				
Camlets, English.....pieces..	780	250	530	
Lastings.....do....	2,610	2,602	8	
Long ells.....do....	870	845	25	
Spanish stripes.....do....	1,092	882	210	
Cloth, broad.....do....		206		206
Italian cloth.....do....		4,053		4,053
<b>Metals:</b>				
<b>Iron—</b>				
Nail rod.....pounds..	3,584,400	4,472,666		888,266
Bar.....do....	751,738	941,783		190,000
Wire.....do....	660,583	520,533	140,000	
Old.....do....	12,778,133	21,881,066		8,602,933
Tin, in slabs.....do....	64,400	187,066		72,666
Tin plates.....do....		216,400		216,400
Lead, in pigs.....do....	320,533	468,000		147,467
Copper, slabs, Japan.....do....		75,066		75,066
<b>Steel—</b>				
Foreign.....do....	1,187,200	920,133	267,067	
Native.....do....		166,666		166,666
Quicksilver.....do....		8,000		8,000

α For 1896.

β 1896.

*Imports in 1898—Continued.*

Articles.	1898. <sup>1</sup>	1898.	Decrease.	Increase.
<b>Sundries:</b>				
Arsenic.....pounds.....		896,466		896,466
Bags, hemp.....pieces.....		79,780		79,780
Beans, miscellaneous.....pounds.....	2,051,000	2,076,000		25,000
Buttons—				
Brass, foreign.....gross.....	22,102	87,145		15,043
Brass, native.....pounds.....	98,060	98,000	60	
Fancy, foreign.....gross.....		18,166		18,166
Caps, silk.....pieces.....	30,921	9,926	20,995	
Coal:				
Foreign.....tons.....	11,430	26,668		15,238
caking.....do.....	26,207	23,496	2,712	
Cotton, raw.....pounds.....	2,794,800	4,968,800		2,194,000
Dyes.....value.....		\$83,529.60		\$83,529.60
Firecrackers.....pounds.....		892,266		892,266
Flour, American.....value.....	( <sup>1</sup> )	\$76,460.30		\$76,460.30
Ginger, green.....pounds.....	387,666	447,066		59,200
Glass, window.....boxes.....	5,802	7,210		1,408
Grasscloth:				
Fine.....pounds.....	79,783	104,400		24,667
Coarse.....do.....	177,466	872,400		194,964
Indigo:				
Dried.....do.....	16,983	8,000	8,983	
Liquid.....do.....	28,400	2,417,338		2,388,938
Isinglass.....do.....	108,000	74,400	83,600	
Lead, white.....do.....		726,666		726,666
Matches.....gross.....	228,655	140,893	87,762	
Japan.....do.....	*132,841	1,355,838		1,223,497
Mats, straw.....pieces.....		339,416		339,416
Nankeens.....pounds.....	100,133	343,333		243,200
Needles.....mille.....	252,890	347,600		94,710
Oil, kerosene:				
American.....gallons.....	2,255,870	4,500,060		2,244,180
Russian.....do.....	*610,000	109,940	500,060	
Oil, wood.....pounds.....	1,118,866	2,146,800		1,027,934
Paper:				
First quality.....do.....	1,266,266	1,485,600		219,334
Second quality.....do.....	5,854,480	7,854,000		1,999,520
Joss.....do.....	1,206,800	902,133	304,667	
Pepper, black.....do.....	716,933	166,800	550,133	
Preserves.....do.....	217,783	494,133		276,400
Rice.....do.....	11,750,280	18,278,066		1,522,806
Sapan wood.....do.....	941,466	78,266	863,200	
Seaweed.....do.....	3,806,266	9,041,333		5,235,067
Silk piece goods.....do.....	39,066	86,266	2,800	
Silk and cotton mixtures.....do.....	2,000	10,583		8,583
Silk thread.....do.....	666	866		200
Silk ribbons.....do.....	1,783	1,466	267	
Sugar:				
Brown.....do.....	23,630,600	19,010,000	4,620,600	
White and refined.....do.....	8,398,982	14,119,700		5,720,768
Candy.....do.....	673,600	1,588,000		864,400
Tea.....do.....		218,938		218,938
Tobacco, prepared.....do.....	458,800	516,000		57,200

<sup>1</sup> Not mentioned in unenumerated list.<sup>2</sup> For 1895.<sup>3</sup> For 1896.

During my ten years as consul in China it has been my lot, when speaking of American trade in this country, to be on the defensive, but the returns (even as given by the customs, which by no means do us justice) for the last three years have removed all doubt from the minds of those who formerly disputed me, and to-day I do not have to explain what our interests are. The returns do that for me, and it has been my pleasing duty to place them before the American public, who are now realizing what a vast field China presents to them.

The Japanese war did much to awaken interest in this Empire, but it was soon forgotten. Then came the occupation of Kyau-chau by Germany, followed in rapid succession by that of Port Arthur and Talienwan by the Russians; of Weihaiwei by the British, and of Kwan-chau Bay by the French, but it was not until the American flag had been raised over the Philippines, that our people began to realize the

possibilities of Asiatic trade. Even now, many of our most enlightened citizens do not fully realize what we have at stake, but I can assure them from personal observation here in this port—nearly 2,000 miles from Manila—that from the day our flag was raised on the walls of that city, our trade and influence received an impetus never before known; and when our country has secured full control of the Philippines and when the terminus of the run from the American Pacific coast is made in the American city of Manila, with all the coast of China to supply, I expect to see Manila what Hongkong now is—the first maritime port in Asia. With Manila instead of Hongkong as the storage place for our merchandise, there is not a particle of doubt that our trade will soon surpass that of non-Asiatic countries and will compete on more even terms with that of Japan.

It should not be long before our great manufacturers have branches in Manila, whence they will be able to seek orders for their merchandise in markets that they never dreamed of before. From that city ships built to order for China, railway supplies, mining machinery, etc., can be sent.

In 1896, according to the customs returns (which do not include all our trade for reasons stated in previous reports), we sold to China to the value of 11,929,853, haikwan taels; in 1898, 17,163,312, haikwan taels, or a gain in two years of 5,233,459, haikwan taels.

I have during the past two years exhausted all the terms denoting rapid strides and enormous increases in describing American trade. I have no recourse but to repeat them in speaking of our commerce for 1898.

I present the following table as showing that I have been amply justified in my predictions as to the future of our trade here:

*Imports and value of merchandise especially termed American for the years 1894–1898 and the six months ended June 30, 1899.*

[Value of haikwan tael: 1894, \$0.77; 1895, \$0.733; 1896, \$0.81; 1897, \$0.739; 1898, \$0.70, and 1899, \$0.718.]

Article.	1894.	1895.	1896.	1897.	1898.	Six months ending June 30, 1899.
Drills.....pieces..	45,025	59,515	106,326	142,955	163,547	58,924
Jeans.....do.....	1,200	2,250	2,500	4,260	7,980	5,070
Sheetings.....do.....	108,647	154,540	217,560	336,741	543,470	235,621
Flour.....haikwan taels..	9,638	25,941	9,502	9,767	109,229	159,010
.....United States dollars..	8,186.62	20,130.22	7,706.12	7,197.58	76,460.30	114,169.18
Ginseng.....haikwan taels..	(a)	(a)	(a)	(a)	124	(a)
.....United States dollars..	(a)	(a)	(a)	(a)	b 84.94	(a)
Hams.....haikwan taels..	(a)	(a)	(a)	(a)	(a)	300
.....United States dollars..	(a)	(a)	(a)	(a)	(a)	215.40
Butter and cheese.....haikwan taels..	(a)	(a)	(a)	(a)	(a)	300
.....United States dollars..	(a)	(a)	(a)	(a)	(a)	215.40
Household stores.....haikwan taels..	(a)	(a)	(a)	(a)	(a)	690
.....United States dollars..	(a)	(a)	(a)	(a)	(a)	494.42
Kerosene oil.....gallons..	1,833,790	1,967,900	2,388,250	5,281,060	4,500,060	1,351,040
Direct imports not included in above, United States dollars.....	1,273	1,662	2,573	4,261	16,575	20,563.17
Total value United States trade, United States dollars.....	647,026	739,303	1,885,134	2,081,684	2,301,261	1,021,314

a Not mentioned in reports.

b June quarter; no other record for that year.

The above table shows that the value of merchandise specified as American increased in five years from \$647,026 to \$2,301,261, or a gain of \$1,654,235.

The value (\$1,021,314) for the first six months of this year (1899) was more than that of the entire year of 1894 or 1895, and as I will show later on that the value of these same classes of merchandise imported for the three months ended September 30, 1899, was \$620,763, we have for the first nine months of this year \$1,642,077, or more than the total value for 1894 and 1895, and the busiest three months are yet to be added.

In my last annual report, in speaking of a similar table (p. 996), I said:

The statistics for the first six months of this year were especially obtained from the custom-house, and covering as they do the months of January, February, and March, when traffic was at its lowest—owing to the difficulties of inland transportation, the closing of the ports north of here by ice, and the time when the political situation was very tense—they seem to show that when the books for the year 1898 are balanced the value of American merchandise imported here will lead all others. It will possibly equal, if not exceed, the values for all Europe.

I now can affirm that our trade does exceed that of all Europe. In regard to flour, I said a year ago:

The value of American flour imported during this period was greater than for the combined years of 1894, 1895, 1896, and 1897, if we take the only fair standard—the customs tael. The gold value for the four years (averaging the haikwan tael for that period at 79.3 cents) was \$43,470.67, against \$41,393.87 (at 68.5 cents) for the dullest six months of the year 1898. This is truly a wonderful increase. No doubt, the presence of the great military camps of Russia, Great Britain, and Germany in this vicinity have had considerable to do with this increase. Further, this is the first year that the customs reports for Chefoo make mention of American flour.

I must now add that for the first six months of this year the value had reached \$114,169.15, or \$61,378 more than the combined value of the imports for 1893–1897, and that the year's totals will be phenomenal can be realized when it is known that the customs inform me that the value of our flour imported during the three months ended September 30 was \$115,224 gold, or more than that for the previous six months, making the total value of our flour imported into Chefoo, for the period ended September 30, 1899, \$229,393 gold, or nearly twice the value of the combined imports for the previous six years. I can only add that last week a ship came direct from Hongkong with American flour valued at \$17,709 gold, and another is en route. This single ship brought more flour last week into this port than the combined imports for 1896 and 1897.

Every pound of this flour comes up from Shanghai or Hongkong. Perhaps nine-tenths of it came from Hongkong, thus making an extra voyage of at least 2,400 miles. Why it can not be shipped direct or via Japan, now that the export has reached such importance, passes my comprehension.

During the calendar year 1898, the American ship *Challenger* arrived from New York with 522,000 gallons kerosene oil, valued at \$46,000 gold, and the American bark *Evie J. Ray* arrived from Shanghai with 420,000 gallons, valued at \$42,000 gold.

While the value of the merchandise specified as American imported into Chefoo in 1898 was \$2,301,261, only \$46,000 worth of it came here in an American ship from the United States, and it represented only one-ninth of the imports of our oil. The imports of our oil for the six months ended June 30, 1899, were 1,351,040 gallons, of which 549,000 gallons, valued at \$42,861.73, arrived in the American ship *I. N. Blanchard*, from New York.

Of the 97 classes of imports enumerated in the table of imports for 1898, 65 show a gain over 1893 (there are 21 more classifications in this table than in 1893); 45 from gold-standard countries, of which 9 are classed Japanese, 1 English, 5 American, the other 30 classes not giving country of origin. Of the 32 decreases, 19 are from gold-standard countries, of which Great Britain (England and India) suffered losses in 8 classes, Russia in 1, Holland in 1, and Japan in 1.

In order to know how we stand as a competitor in Chefoo, we should exclude from the total net value of foreign imports in 1898 (\$10,179,976) the value of known Indian and Asiatic goods (\$1,918,480). This leaves \$8,261,456, of which considerably over one-fourth was American. If we could include all our trade, no doubt it would represent one-third.

Value of imports—	
Specified as American .....	\$2, 301, 261
Specified as English .....	95, 888
Specified as Japanese .....	3, 344, 604
Specified as Indian .....	964, 592
Known to be Asiatic.....	953, 888
	<hr/>
	7, 660, 233
Balance for all the world, origin not intimated in the reports.....	2, 519, 753

Last year I said: "The value of imports into Chefoo in 1897 specified as American was almost ten times greater than those specified as from Great Britain." In 1898, it was twenty-four times greater, as this table will show:

	1897.	1898.
American.....	\$2,061,688.90	\$2,301,261.00
British.....	213,270.32	95,888.00

The following comparison between net imports of American and British cottons is instructive:

	1897.	1898.	Decrease.	Increase.
American drills.....pieces..	143,080	163,547		20,517
English drills.....do....	10,245	10,810		65
Excess American.....do....	132,785	153,237		
American jeans.....do....	4,260	7,980		3,220
English jeans.....do....	6,350	4,410	1,940	
Excess English jeans.....do....	2,090			
Excess American jeans.....do....		3,570		
American sheetings.....do....	336,961	543,470		206,509
English sheetings.....do....	41,252	17,600	23,652	
Excess American sheetings.....do....	295,709	525,870		

While in 1897 the above-named American goods exceeded in value those of Great Britain by \$1,391,656, in 1898 the values were: American, \$1,787,156; British, \$72,778; or an excess of American values of \$1,714,378, as this illustration will more forcibly show:



*Value of net imports of drills, jeans, and sheetings, specified as American and British, in 1897 and 1898.*

	1897.	1898.	Decrease.	Increase.
American .....	\$1,528,122	\$1,787,166	.....	\$264,634
English .....	131,466	72,778	\$58,688	.....
Net excess value, American .....	1,391,656	1,714,378	.....	.....

The quantity and value of kerosene oil imported in 1898 were:

	Quantity.	Value.
	<i>Gallons.</i>	
American.....	4,500,060	\$420,979
Russian.....	109,940	8,350
Sumatran.....	142,000	10,632
Excess American over Russian and Sumatran .....	4,248,120	411,997

In 1897, I was unable to include Sumatran oil; the figures stood thus:

	Quantity.	Value.
	<i>Gallons.</i>	
American kerosene oil.....	5,281,060	\$547,072
Russian kerosene oil.....	577,900	52,510
Excess American oil over Russian in 1897.....	4,708,260	494,562
Excess American oil over Russian and Sumatran in 1898 .....	4,248,120	411,997
Showing a loss in our lead from 1897.....	456,140	82,565

I also said, a year ago, "I would like very much to be able to present similar comparisons with European countries, but aside from Russian oil, there are no data." This year, I would refer to the table of Japanese imports, on page 3 of my report, Advance Sheets, No. 504, of August 16 last (Consular Reports, No. 229), showing another new feature in the trade of Chefoo.

The value of the net imports into Chefoo in 1898 specified as American being \$2,301,261, I find that it exceeds the entire value of our exports in 1898 to any of the following countries:

Azores, and Madeira Islands .	\$303,036	West Indies :	
Gibraltar .....	586,660	Danish .....	\$644,739
Greece .....	135,522	Dutch .....	499,105
Malta.....	78,083	French .....	1,533,555
Roumania .....	122,257	Puerto Rico .....	1,404,004
Russia, Black Sea.....	1,287,652	Santo Domingo .....	1,089,193
Switzerland .....	265,258	Bolivia .....	36,008
Turkey in Europe .....	183,669	Chile .....	2,262,375
Bermuda .....	979,288	Ecuador .....	819,063
British Honduras.....	555,063	Falkland Islands .....	570
Newfoundland and Labrador.	1,354,731	Guianas :	
Costa Rica .....	1,325,878	British .....	1,797,776
Guatemala .....	1,177,229	Dutch .....	381,496
Honduras .....	784,134	French .....	144,762
Nicaragua .....	1,100,767	Peru .....	1,383,880
Salvador.....	698,116	Uruguay.....	1,392,774
Miquelon, etc .....	208,821	Aden .....	744,542

East Indies:		Tonga, Samoa, etc.....	\$41, 387
Dutch .....	\$1, 222, 282	Philippine Islands.....	147, 846
French .....	86, 646	Canary Islands.....	91, 928
Korea .....	177, 914	French Africa.....	690, 202
Russia, Asiatic .....	1, 390, 558	German Africa.....	813
Turkey in Asia.....	241, 334	Liberia.....	16, 837
All other Asia.....	353, 682	Madagascar.....	67, 517
Auckland, Fiji, etc.....	10, 637	Portuguese Africa.....	2, 050, 901
French Oceania.....	267, 119	Turkey in Africa.....	893, 859
German Oceania.....	26, 168	All other Africa.....	529, 454
Spanish Oceania.....	6, 883		

The value of American cottons, flour, and oil purchased by this single port in China in 1898 is greater than the purchases of the 48 political divisions specified above, leaving only 43 of the 91 political divisions enumerated in the Review of the World's Commerce, 1898 (p. 23), that exceeded Chefoo in the value of imports of all classes of American merchandise; and as the customs assure me that at least one-half of the value of unenumerated imports is American, I am confident that Chefoo bought more American merchandise than Colombia (\$2,973,404) or Venezuela (\$2,736,726), not enumerated in above list.

Comparing this list with that in my annual report for 1898, page 999, it is seen that Portugal has outstripped Chefoo, and Chefoo has outstripped Chile; and when we get the accurate details of our trade, and are able to add those for Port Arthur, Talienwan, Weihaiwei, Kyau-chau, and the value of our goods sent into this district overland, it will be readily seen that there is many a European country that is not worth nearly as much to us as a market as the region near this little seaport so rapidly being closed in on all sides by foreign powers. If the truth were known it would be seen that Japan and the United States have more at issue here than all the rest of the world put together.

The sale of American cotton manufactures in Chefoo alone in 1898 being valued at \$1,787,156, it exceeded our combined sales in this line to all Europe and the United Kingdom more than twice; was greater than to all British North America; four times greater than to all the Central American States; more than our combined sales to Mexico, Santo Domingo, Cuba, and Puerto Rico; twice as much as to Argentina and Brazil combined; more than to Colombia and all the rest of South America; five times greater than our sales to the entire continent of Africa; greater than the combined sales to Japan, Hongkong, and all the rest of Asia and Oceania; and more than one-fourth of the entire sales to China. What stronger proof than this is needed to show what our interests in this region are worth? The value of our oil sold in Chefoo (\$420,979) last year exceeded that to all the Central American States, Mexico, Santo Domingo, Cuba, and Puerto Rico combined; or to Colombia.

While our customs state the entire value of our exports of wheat flour to all China, in 1898, as \$96,531, the customs returns for Chefoo alone in 1898, give the value of American flour imported as \$76,460, showing how difficult it is to arrive at the value of United States trade. Of course, this large proportion for Chefoo is due to the fact that nearly all of this flour came up from Hongkong. The value of flour imported in the first six months, 1899, was \$114,169, or \$37,700 more than the entire imports of 1898.

## TRANSIT TRADE.

*Goods sent in overland via Chinkiang or Shanghai under transit passes in 1897-1898.*

Article.	1897.	1898.	Decrease.	Increase.
Shirtings .....	pieces	\$72,760	\$52,328	\$20,432
T. cloths .....	do.	4,625	4,010	615
Drills .....	do.	5,338	4,309	1,029
Sheetings .....	do.	6,758	2,810	3,948
Cotton lastings .....	do.	8,525	8,379	146
Cotton yarn .....	pounds	4,209,466	5,400,800	\$1,191,334
Camlets English .....	pieces	11	47	36
Iron:				
Railroad .....	pounds	168,233	158,266	9,967
Bar .....	do.		69,733	69,733
Hoop .....	do.	6,000	1,200	4,800
Sheets and plates .....	do.	4,000	2,400	1,600
Wire .....	do.	32,266	18,266	14,000
Old plates .....	do.	208,200	85,333	117,867
Horseshoes .....	do.	517,300	567,600	50,300
Old wire .....	do.	20,000	14,666	5,334
Hoops .....	do.	35,733	15,333	20,400
Scraps .....	do.	871,466	766,133	106,133
Unclassed .....	do.	121,866	219,733	97,867
Nails .....	do.		133	133
Lead .....	do.	98,133	50,800	47,333
Steel .....	do.	54,133	36,666	17,467
Glass, window .....	boxes	77	28	49
Flints .....	pounds	62,666		62,666
Matches .....	gross	39,947	46,665	6,718
Oil, kerosene .....	gallons	125,300	225,110	99,810
Plants .....	value, halfwan taels	301	508	207
Sapanwood .....	pounds	414,800	108,133	306,667
Sandalwood .....	do.	6,739	5,466	1,273
Sugar, brown and white .....	do.	3,880,266	3,971,200	90,934

This trade shows a falling off, due to many causes—rebellions and rioting in the southern and western part of the province, the great floods, and the opening of Tsintau by the Germans to trade, diverting considerable of the traffic that formerly came in via Chinkiang and Shanghai.

In time, I look for a considerable decline in this traffic, as the more easily reached port of Tsintau becomes better known to the merchants inland; but there will, of course, always be more or less trade via Chinkiang and the Grand Canal, which crosses the province.

## EXPORTS.

*Exports of native produce from Chefoo during the year 1898.*

Articles.	To foreign countries.	To Hong-kong.	To Chinese ports.	Total.	Value in United States currency.
Almonds, bitter .....	pounds	59,733	36,000	145,733	\$3,561
sweet .....	do.	266	4,266	42,532	6,339
Alum, white .....	do.		120,800	120,800	951
Bean cake .....	do.	643,866		129,425,600	866,515
Beans:					
Black .....	do.	36,800	290,800	945,333	16,070
Green .....	do.	1,114,800	783,066	4,167,066	50,893
White and yellow .....	do.	1,055,066	9,200	521,866	21,258
Miscellaneous .....	do.	881,200	807,333	1,478,133	40,073
Bones, mixed .....	do.	295,066		295,066	1,244
Brassware .....	do.	25,600		25,266	3,138
Bristles .....	do.		22,933	22,933	5,606
Candles, native .....	do.	16,000		16,000	957
Caps, felt .....	pieces	8,470		600	1,023
Chillies .....	pounds	25,066	583	39,466	4,192
China ware, coarse .....	do.	181,333		181,333	9,868
Clams and cockles, dried .....	do.		158,000	158,000	6,816
Clothing:					
Cotton .....	do.	433,600		433,600	81,642
Cotton and silk .....	do.	1,333		1,333	998
Lustre .....	do.	18,133		18,133	7,472

*Exports of native produce from Chefoo during the year 1898—Continued.*

Articles.	To foreign countries.	To Hong-kong.	To Chinese ports.	Total.	Value in United States currency.
Cotton, raw .....	98,600			98,600	\$7,540
Dates:					
Black .....	68,933	1,010,400	858,800	1,988,133	57,153
Red .....	184,400	1,856,000	1,624,666	3,665,066	59,067
Eggs, fresh .....	5,905,005			5,905,005	22,404
Felt .....	5,994			5,994	720
Firecrackers .....	13,733			13,733	699
Fish:					
Dried .....	10,666	133	239,466	250,265	7,944
Salt .....	115,466	1,756,400	2,911,200	4,783,066	74,069
Flour, native .....	567,600			567,600	8,452
Fruit, fresh, unclassified .....	1,290,583	421,866	3,177,733	4,890,182	37,748
Fungus .....	133		400	533	70
Ginseng:					
Native .....			133	133	242
Korean .....		1,733	3,333	5,066	46,902
Beard, Korean .....			2,000	2,000	1,385
Cuttings, Korean .....		266	1,866	2,132	2,967
Glass or vitrified ware .....	26,983		28,933	55,866	5,484
Groundnuts .....	814,266	390,000	8,532,666	9,736,932	108,385
Hair of all kinds .....	8,400			8,400	3,277
Hides:					
Cow .....	64,533		46,133	110,666	12,488
Ass .....			18,400	18,400	4,830
Horns, deer, young .....	19	2	13	34	1,218
Ironware .....	618,000		9,333	627,333	14,086
Joss sticks .....	62,000			62,000	3,206
Leather .....	23,866			23,866	3,811
Leather, green .....			6,533	6,533	3,113
Lily flowers, dried .....	1,100		52,133	53,233	1,546
Licorice .....	276,266	296,200	338,666	910,133	85,804
Mats, rush .....	86,714		660	87,374	9,174
Medicines .....	80,000	563,466	850,000	1,493,466	81,901
Mules .....			22	22	910
Nankeens .....	28,666		5,066	33,732	7,084
Oil:					
Bean .....	444,533		7,333	451,866	16,876
Groundnut .....	93,066	1,649,866	4,201,333	5,944,265	230,404
Sesamum seed .....	62,266			62,266	4,906
Paper:					
First quality .....	29,066		6,266	35,332	2,177
Second quality .....	140,666			140,666	4,249
Pottery and earthenware .....	177,866			177,866	1,431
Prawn and shrimp skins .....	2,000		190,266	192,266	3,214
Prawn and shrimp skins, dried .....	57,600	1,066	589,866	648,532	30,885
Preserves .....	11,200		3,333	14,533	536
Rope, hemp .....	270,266			270,266	8,453
Samsu .....	46,133			46,133	2,062
Sand .....	260,400			260,400	3,169
Seed:					
Hemp .....		58,733	10,533	69,266	892
Melon .....	38,533		96,800	135,333	5,043
Mustard .....	400	122,000	50,600	173,000	2,988
Senna .....	2,800	78,733	431,466	507,999	10,969
Sesamum .....	183,866		111,866	295,732	6,336
Shoes and boots .....	96,160		566	96,726	23,598
Silk, raw:					
White .....			8,666	8,666	12,095
Yellow .....		800	250,533	251,333	331,307
Wild, reeled by hand .....	5,466		612,533	617,999	799,988
Wild, reeled by steam .....			70,533	70,533	76,608
Refuse .....			1,077,066	1,077,066	125,278
Piece goods .....	17,200	800	1,333	19,333	59,476
Pongees, Shantung .....	88,733	22,400	184,000	295,133	214,389
Skin (fur) clothing, sundry .....	16,524			16,524	9,622
Skins (furs), various .....			7,967	7,967	3,355
Soda, native .....	355,200			355,200	4,619
Straw braid:					
White .....	169,733	27,733	4,070,266	4,267,732	797,026
Mottled .....			485,466	485,466	106,969
Tallow, animal .....	222,533		29,733	252,266	14,080
Tobacco, leaf .....	1,056,266	76,933	180,800	1,313,999	59,104
Vegetables, fresh and salted .....	618,133			618,133	2,006
Vermicelli .....	490,133	7,211,466	10,908,800	18,580,399	575,804
Walnuts .....	93,200	267,866	22,666	383,732	6,089
Wheat .....			398,066	398,066	4,176
Wood, wetting .....	1,222,000			1,222,000	23,409
Yeast .....	167,533			167,533	4,727
Sundries, unenumerated .....	\$15,279	\$1,165	\$12,639	\$29,083	29,083
Total value United States gold .....					\$5,363,931

The most valuable exports were beans and bean cake (nearly \$1,000,000); groundnut (peanut) oil, \$230,404; yellow silk, \$331,307; wild silk, \$799,988; pongees, \$214,389; straw braid, \$903,995, and vermicelli, \$575,804.

Most of the straw braid and pongees are for the United States market, nearly all going to Shanghai, where they are invoiced and shipped for America (see the commissioner's remarks quoted above).

During the calendar year 1898, I certified to invoices as follows:

To United States:	
Embroideries .....	\$26. 19
Pongees .....	1, 086. 18
Silk, brown.....	52, 582. 32
Straw braid.....	112, 621. 40
Miscellaneous .....	13. 50
	<hr/>
	166, 329. 57
To Manila, straw braid.....	7, 148. 24
	<hr/>
	173, 477. 81

This, of course, represents but a small fraction of what really left here for the United States via Shanghai.

It seems to me that a profitable trade with the United States might be done in many of the exports from Chefoo; in fact, there are thousands of things to be had in China that could be brought with less trouble and expense here than from other countries, as they now are.

I have recently read in the home press that the Government of China refused to allow our authorities in Manila to import mules and horses from north China. The French have imported large numbers into Saigon from here, and they are constantly being shipped to Hongkong, etc.

#### GENERAL.

During 1898, 51,259 passengers arrived in Chefoo and 47,962 left, of whom over 45,000 were coolies for work on the Russian railways in Vladivostock, Port Arthur, and Niuchwang.

While the year 1898 has been a good one for American trade, showing an increase in imports of our merchandise, it is noticeable that Great Britain has lost in every line, including her shipping; and although we sold more than all Europe or any country in the world, excepting Japan, this is the table which is always quoted in showing trade values:

*Total duties paid under each flag for year 1898.*

	Halkwan taels.	United States currency.		Halkwan taels.	United States currency.
British .....	180, 956	\$125, 669	Opium .....	14, 987	\$10, 491
Japan .....	102, 326	71, 528	Russia .....	5, 107	3, 575
Chinese.....	100, 919	70, 643	American .....	5, 102	3, 571
Germany.....	84, 617	59, 232	Danish .....	1, 785	1, 250
Sweden and Norway ..	37, 627	26, 339			
Korea.....	33, 157	23, 210		566, 582	396, 607

The United States, which supplies the cargoes for these ships, is at the foot of the list, only exceeding Denmark; and even Russia paid \$4 more than we did.

After a great deal of persuasion, I at last succeeded in getting merchants here to take direct shipments of goods, but now, for some

reason, no one at home seems to be interested in the matter, although it was principally at the instance of Southern mills that I pushed the matter. So far as I am aware, no one has accepted or even made an offer in reply to Messrs. Cornabé Eckford & Co.'s letter, published in Advance Sheets 468, of July 5, 1899,<sup>1</sup> page 13.

## TRADE FOR 1899.

*Shipping for period ended June 30, 1899.*

Class.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Foreign ocean-going steamers .....	478	422, 400	479	422, 859
Foreign sailing vessels .....	8	6, 581	8	7, 242
Chinese owned vessels of foreign type .....	201	182, 831	202	183, 856
Chinese ocean-going steamers .....	16	724	16	724
Total .....	708	562, 536	705	564, 681
Same period 1898 .....	318	264, 818	312	260, 083
Increase .....	385	298, 218	383	304, 618

This shows that for the dullest six months of 1899, the shipping was more than double that of the same period in 1898.

Of the sailing vessels, there was one from New York, the American ship *P. N. Blanchard*, and a British ship with lumber from Portland, Oreg.

The total shipping under the American flag for this period was:

	Tons.
S. S. <i>Yiksang</i> .....	886
S. S. <i>P. N. Blanchard</i> .....	1, 503. 13
S. S. <i>Yiksang</i> .....	886
Total .....	3, 275. 13

The steamer *Yiksang*, while flying our flag and being entered and cleared as an American steamer, was subsequently placed under her proper color—British. It has been learned that nearly 200 ships have been recently transferred to the American flag in Manila.

The above table shows a vast improvement. I am officially aware of the arrival of two other American ships in this district (at Tsintau), and I have no record of the number that have arrived in Port Arthur. I am informed that there are now two American ships, both oil laden, en route from New York—one for this port, the other for Tsintau.

Between the months of March and September this year, I counted eighteen ships in the list of departures from Pacific coast ports, lumber laden, for China; more than half of them for north China, and two for Tsintau, in this district. But when we can not send our mails under our own flag, it is useless to expatiate upon our shipping.

Again, I venture to point out the harm that we are doing ourselves by the opium treaty. In entering into that compact we received nothing in return, but, on the contrary, gave a great impetus to foreign shipping and killed our own. Let us once regain control of our merchandise on the sea, and then we will be able to dictate our own terms, and not be, as we now are, at the mercy of tramp steamers.

<sup>1</sup> Also in Consular Reports, No. 228, September, 1899.



*Imports for six months ended June 30, 1899—Continued.*

Articles.	1898.	1899.	Decrease.	Increase.
Native sundries—Continued.				
Iron—				
Bar .....	388,783	279,866	108,917	
Sheets and plates .....	111,200	66,583	44,617	
Wire .....	282,000	282,983	49,967	
Old .....	11,972,900	10,978,983	993,917	
Tin slabs and plates .....	279,866	90,583	189,383	
Lead in pigs .....	299,383	298,800	5,583	
Copper slabs, Japanese .....	56,183	3,333	52,800	
Yellow metal .....	77,200	4,000	73,200	
Steel—				
Foreign .....	495,066	524,400		\$29,334
Native .....	151,800	23,783	127,867	
Quicksilver .....	9,983	18,066		8,183
White metal .....	84,000	9,800	24,700	
Foreign sundries:				
Basins, metal .....	284	a 465		229
Buttons—				
Brass .....	88,068	20,194	12,869	
Fancy .....	11,585	4,685	6,900	
Candles .....	52,000	59,466		7,466
Coal .....	21,402	16,181	5,271	
Cotton cord .....	20,800	(b)	20,800	
Dyes .....	69,685	62,883	6,802	
Handkerchiefs .....	c 47,700	d 43,983	3,717	
Japanese .....	e 6,079	e 3,620	2,459	
Towels .....	f 1,298	g 1,991	693	
Japanese .....	e 51,908	e 45,285	6,623	
Cotton—				
Spanish stripe .....	8,778	3,006	767	
Yarn—				
English .....	148,200	98,800	44,400	
Indian .....	4,028,883	1,176,400	2,846,983	
Japanese .....	9,088,183	11,428,983		2,390,800
Shanghai .....	728,866	568,583	135,383	
Cord .....	66,206	1,866	64,340	
Thread .....	8,600	6,666		3,066
Woolen goods:				
Camlets, English .....	180	270		90
Lastings, plain and figured .....	1,624	1,670		46
Long ells .....	775	905		180
Spanish stripes .....	708	522	186	
Cloth—				
Broad and medium .....	84	110		26
Russian .....	180	176	4	
Italians .....	2,628	8,615		992
Metals: Iron, nail rod .....	8,826,583	1,476,266	2,349,267	

a June quarter only.

b Not mentioned.

c Halkwan tael=\$0.739.

d Halkwan tael=\$0.70.

e Excluding Japanese.

f Quarter ended June 30, 1898.

g Quarter ended June 30, 1899.

Of the 97 classes of merchandise enumerated in this table, 59 show a loss and 38 a gain as compared with the first six months of 1898. Of the 38 classes, 22 are of European or American origin and 16 of Asiatic, including Japanese. Of the 22 non-Asiatic classes, 5 are known to be American; in fact, America lost only in one—kerosene oil. Of the 16 Asiatic classes in which a gain is shown, 3 belong to Japan.

I am confident that the loss in our oil will be more than made up by the end of the year, as by that time two ships from New York will have reached the district.

For most of the data for 1899, I am indebted to Mr. Commissioner Carroll, as the published returns for each quarter do not give values, etc.

## INDIAN CORN.

Before leaving this table, I wish to draw attention to the entry, "Indian corn," and to say that, so far as known, this is the first entry



of indian corn in the customs returns of China, although this is a splendid field. From time to time, I have received letters from parties in the United States who wished to enter this market for the sale of corn. To one and all I wrote and gave them the necessary data. Nothing came of it. It is not necessary to tell the natives here the good qualities of corn as food. It is not necessary to teach them how to prepare it, nor to oust any other food product. Corn is, and has been for years, the principal article of food in this province. The only trouble is there is never enough to supply the demand.

This chance to supply over 30,000,000 corn-consuming people I laid before the American public; and on this side I got the Chinese to take it up, got Chinese papers to speak of it, and kept on writing to America to men who are spending thousands of dollars in Europe to teach Europeans the uses of corn in order to increase the demand; but "China is a rice-eating country," they said; "no use trying."

Then came the famine, caused by the floods. I renewed my efforts. A syndicate of rich Chinese, through the assistance of American missionaries, put into my hands first-class, bona-fide guaranties for \$75,000 gold, with a promise of more, boomed American corn in Chinese papers, and then telegraphed to America for bids for 1,500 tons (60,000 bushels), payment cash on delivery. My Chinese friends came here every day, and every day I had to tell them, "No answer." For three weeks this was kept up. Far and near the news had been spread that American corn was coming—"we shall have something to eat."

A Chinese general, who was mobilizing his army of 4,000 men in the interior, sent a courier to me, who came in at 2 a. m. and insisted that I should at once telegraph for 1,500 bushels more. I told him that there were no ships to spare and my people could not send it. My Chinese friends left me disgusted, and I was \$40 poorer.

During this time, I had personally mailed hundreds of letters, inclosing an appeal for corn to every farmers' society and agricultural paper throughout the entire corn belt. I sent them to chambers of commerce, grain exchanges, the maize propaganda, and got no reply. I have written on this subject before, but here is the sequel to my work:

In June and July, I heard that American corn was coming into Chefoo. I received inquiries from Hongkong; their correspondents in the United States had heard that there was some one who wanted to buy corn in Chefoo. I heard from Seattle, Tacoma, California, and from Japanese in Tokio. Then it was found that parties in Kobe, Japan, had quietly sent to the United States and brought over 100,000 bushels of corn, and have been shipping it here ever since. So Japanese merchants derive the benefit of all of my work. While it is true that America sells the corn, still some one else is getting the profit and Japan the credit.

When I telegraphed for the 60,000 bushels, it was calculated that the corn could be landed in Chefoo at a cost of from \$1.10 to \$1.30 Mexican per bushel (55 to 65 cents gold); it subsequently was selling as high as \$1.85 Mexican per bushel.

During May and June (mostly in the latter part of June) there were imported into this port from Japan 35,208 piculs (133½ pounds=1 picul; 56 pounds=1 bushel), or 83,828 bushels, valued at 83,020 haikwan taels, or 1.05 haikwan taels per bushel, equivalent to 75 cents gold per bushel, or 20 cents gold dearer than my lowest estimate.

Since my remarks in Advance Sheets of Consular Reports No. 504 were written (May 25), I have discovered that some one does want to sell corn. I read this in a Chicago paper of April 27 last:

Regarding the receipt by the State Department at Washington of a message from Consul Fowler at Chefoo, China, requesting bids by cable for 60,000 bushels of corn to be delivered in Chefoo within ten weeks, members of the firm of ——— said yesterday: "It is possible that 60,000 bushels of corn will be shipped to China, but they won't want any more for a year if it is. The natural food of that country is rice. There are no horses to speak of in China." Members of the ——— Company said: "Corn will no doubt be used in China, and when the Philippine Islands are pacified a new market will be opened there. The corn States in the Middle West would of course be largely the gainers."

Within a month one of those very parties has written to me saying that someone in Chefoo wishes to buy corn, and offering to sell all that is wanted, laid down in Kobe, all charges paid, for 49½ cents per bushel, and the freight from Kobe to Chefoo is calculated at \$1.81 gold per ton. Now, had that firm been wise it could have estimated something like this: 60,000 bushels to Kobe at 50 cents=\$30,000; freight, Kobe to Chefoo, \$1.81 on 1,500 tons=\$3,656; allow for transportation charges in Kobe, \$1,345, and this would make the actual cost of the 60,000 bushels in Chefoo harbor \$35,000 gold.

At the customs valuation of the corn from Japan, 60,000 bushels cost in harbor \$45,000. Thus there was a leeway of \$10,000 gold for the American dealer; and, of course, he would have had the same profits that the Kobe men had.

At present, corn is entering here, but I can not learn who the sellers or purchasers are.

The floods and famine were unparalleled, and caused intense and widespread suffering, which will be repeated the coming winter. From the above tables, it can be seen how great is the demand for food—6,614,400 pounds of Indian corn being consumed (a small portion came from Manchuria and Wuhu), and imports of American flour increasing from \$41,394 to \$114,169.

#### MATCHES.

I attribute the large demand for Japanese matches to the dryness of the climate; in damp climates they are almost useless. The best quality is put up in packages of 10 boxes. The boxes are similar to those in which Swedish matches come. The matches are safety and odorless, but in damp weather fail to ignite readily by friction. The package of 10 boxes retails for 35 cash—say, 2 cents gold. The demand for European matches is rapidly declining.

With misery and poverty in the interior it is but natural that many articles should show a decline, yet the losses on the old lines are more than made up by the increases in manufactured goods and new classes.

## IMPORTS FROM UNITED STATES.

The following shows our relative position for the first six months of 1899:

*Value of foreign trade and the merchandise specified as American for six months ended June 30, 1898, and same period, 1899.*

Articles.	1898.	1899.	Decrease.	Increase.
Total value of foreign imports into Chefoo, January 1 to June 30.				
haikwan tael a.....	7,887,838.00	7,406,818.00	.....	19,480.00
United States gold..	\$5,067,726.43	\$5,318,095.32	.....	\$250,368.89
<i>Direct imports.</i>				
From Great Britain.....				
haikwan tael.....	142,154.00	1,447.00	141,707.00	.....
United States gold..	\$97,775.49	\$1,088.95	\$96,786.54	.....
From Hongkong.....				
haikwan tael.....	714,880.00	929,428.00	.....	214,548.00
United States gold..	\$489,692.80	\$667,329.30	.....	\$177,636.50
From United States.....				
haikwan tael.....	45,685.00	85,550.00	.....	39,865.00
United States gold..	\$31,294.23	\$61,424.90	.....	\$30,130.67
From Germany.....				
haikwan tael.....	4,918.00	.....	4,918.00	.....
United States gold..	\$3,368.73	.....	\$3,368.73	.....
From Japan.....				
haikwan tael.....	1,238,196.00	2,368,627.00	.....	1,130,431.00
United States gold..	\$844,739.16	\$1,700,674.19	.....	\$855,935.03
From Taiwan (Formosa).....				
haikwan tael.....	58,744.00	.....	58,744.00	.....
United States gold..	\$36,814.00	.....	\$36,814.00	.....
From Europe (excepting Germany).....				
haikwan tael.....	145,413.00	.....	145,413.00	.....
United States gold..	\$99,606.91	.....	\$99,606.91	.....
American—				
Sheetings.....				
haikwan tael.....	805,690.00	824,675.00	.....	19,145.00
United States gold..	\$651,856.55	\$682,116.50	.....	\$40,265.95
Drills.....				
haikwan tael.....	196,089.00	208,390.00	.....	7,321.00
United States gold..	\$134,307.27	\$146,034.02	.....	\$11,696.75
Jeans.....				
haikwan tael.....	7,112.00	14,359.00	.....	7,247.00
United States gold..	\$4,873.60	\$10,309.76	.....	\$5,436.16
Kerosene oil.....				
haikwan tael.....	209,561.00	191,081.00	18,480.00	.....
United States gold..	\$142,549.29	\$137,196.16	\$5,353.13	.....
Flour.....				
haikwan tael.....	60,429.00	159,010.00	.....	98,581.00
United States gold..	\$41,393.87	\$114,169.18	.....	\$72,775.31
Ginseng.....				
haikwan tael.....	124.00	.....	124.00	.....
United States gold..	\$84.94	.....	\$84.94	.....
Hams.....				
haikwan tael.....	.....	800.00	.....	800.00
United States gold..	.....	\$215.40	.....	\$215.40
Butter and cheese.....				
haikwan tael.....	.....	800.00	.....	800.00
United States gold..	.....	\$215.40	.....	\$215.40
Household stores.....				
haikwan tael.....	.....	690.00	.....	690.00
United States gold..	.....	\$495.42	.....	\$495.42

a The average value of the haikwan (customs) tael in the first six months of 1898 was \$0.685; in 1899, \$0.718.

The above table shows that the foreign trade made a net increase in value of over a quarter of a million gold during the period.

The direct imports from Japan increased from \$844,739.16 to \$1,700,674.19, or an increase of \$855,935.03 over the same period of 1898; in other words, they were just double; and it is remarkable that the only direct imports from non-Asiatic countries were from the United States, which increased from \$31,294.23 in 1898 to \$61,424.90 in 1899.

Thus, the United States is the only country in the world (excepting Japan) that is credited with direct imports to Chefoo for this period (for Hongkong is geographically, if not politically, a part of China).

The total net value of the foreign trade for first six months of 1899 being \$5,318,095.32, if we exclude the imports from Japan, \$1,700,674.19, we have left for all the rest of the world \$3,617,421, while the value of those articles specified as American was as follows:

	United States gold.
Value direct imports not elsewhere included .....	\$20,563.17
Sheetings .....	592,116.50
Drills .....	146,034.02
Jeans .....	10,309.76
Kerosene oil .....	137,196.16
Flour .....	114,169.18
Hams .....	215.40
Butter and cheese .....	215.40
Household stores .....	494.42
Total .....	1,021,314.01

Thus, the specified classes of American imports represent in value one-third of the total imports.

As I have repeatedly stated in former reports, the customs returns are not detailed, and do not give, in most cases, the country of origin, so it is difficult to learn just what our trade is worth. I tried this year, in order to give a correct view in this report, to get the details; but while the customs officials afforded me every facility, the task was too great. However, I was told that if I added up the direct imports and those known to be American as given in the table, and subtracted that amount from the total net value of foreign imports, and added one-half of the result to the known American data, I would arrive at the value of our imports for the six months ended June 30.

I find that it works as follows:

Total net value of foreign imports .....	\$5,318,095.32
Total net value of direct foreign trade, including merchandise specified as American .....	3,389,665.45
Leaving unenumerated .....	1,928,438.87
One-half of this (stated by the customs to be American) .....	964,219.44
Known American values .....	1,021,314.01
Total, according to customs' estimate .....	1,985,633.45

This represents the value of American trade in Chefoo for the dull-est six months of 1899. Large as this is, it is really below the actual facts. For instance, one-sixth of the direct imports from Hongkong (\$667,329.30) is American, flour being valued at \$114,169.18, and American corn from Japan at \$75,000. I saw an order for \$40,000 worth of machinery sold here in April, and I have before me an invoice of files, valued at \$480; and there are more American goods on the customs jetty now than from all Europe.

I counted one day last week 43 large cases of canton flannels from Boston. There was a quantity of flour; 8,000 bags had been landed, and the harbor was full of lighters loaded with it. I saw bicycles from New York; large cases, containing 50,000 packages each, of cigarettes from Virginia; barrel after barrel of beer from Milwaukee, St. Louis, Tacoma, San Jose, etc.; hundreds of bales of American domestics; sewing machines, condensed milk, canned goods, electro-plated ware, watches, and nails. In fact, two-thirds of the dock was covered with merchandise from the United States. I make it a practice to go down there once or twice a month, and thereby get an insight as to how our trade is booming. What is not Japanese, American, or Chinese is principally German, but the main trade is American and Japanese.

This is no fancy sketch, nor is it written from patriotism; it is the hard fact. Even the English customs officials frankly tell me that one-third of the trade is American.

The value of American sheetings, drills, jeans, oil, and flour entered for the quarter ended September 30, 1899, is \$620,763. We therefore have a reliable record of \$2,606,396 for nine months of this year as the value of American trade in Chefoo alone; and, as I stated above, a ship landed here last week a cargo of American flour, 651,000 pounds, valued at \$17,708 gold, and another cargo is en route; and two ships laden with oil are en route from New York for the district; and we have yet to add all that which has passed in via Tsintau, Weihaiwei, overland, etc. It is readily seen that Chefoo is proving to be one of our most valuable markets in the East, as it surely is the most valuable in China to us.

The manager for the American flour trade was here recently from Hongkong. He said he had come up to see how it was there was such a tremendous increase in his orders for this place. He found out and has appointed agents here. He said to me that many of the most intelligent Chinese in Hongkong think of Chefoo only as a small fishing port. I replied: "So it was twenty years ago, but in the last three years it has jumped into the first place, so far as we (Americans) are concerned, on account of the proximity of the British at Weihaiwei, Germans at Tsintau, and the Russians in Port Arthur."

*Exports for six months ended June 30, 1899.*

Articles.	1898.	1899.	Decrease.	Increase.
Bean cake .....	85,566,133	76,325,066	9,241,067	.....
Beans:				
Black.....do...	611,600	709,600	.....	98,000
Green.....do...	3,037,066	81,466	2,955,600	.....
White and yellow.....do...	1,564,800	68,533	1,496,333	.....
Miscellaneous.....do...	2,270,066	911,000	1,359,066	.....
Bristles.....do...	8,000	4,266	.....	1,266
Clothing, cotton.....do...	160,000	136,400	.....	26,400
Date, dried.....do...	1,284,133	976,800	307,333	.....
Fish:				
Dried.....do...	.....	78,066	.....	78,066
Salt.....do...	1,835,600	3,001,333	.....	1,165,733
Fruit, fresh.....do...	19,066	196,800	.....	179,734
Ginseng, Korean.....do...	8,000	68,266	.....	65,266
Ground nuts.....do...	3,258,000	4,195,200	.....	937,200
Liquorice.....do...	332,800	323,133	54,667	.....
Medicines.....do...	688,000	486,066	202,934	.....
Oil:				
Bean.....do...	254,666	15,466	239,200	.....
Ground nut.....do...	2,707,200	2,153,600	553,600	.....
Prawns and shrimps, dried.....do...	16,000	16,933	.....	933
Shoes and boots.....pairs..	38,270	43,399	.....	5,629
Silk, raw:				
Yellow.....pounds..	41,066	113,406	.....	77,334
Wild, reeled by hand.....do...	328,800	394,133	.....	65,333
Wild, reeled by steam.....do...	32,133	37,600	.....	5,467
Refuse.....do...	354,400	414,600	.....	60,200
Pongees.....do...	150,800	224,133	.....	73,333
Straw braid:				
White.....do...	2,740,800	1,589,866	1,150,934	.....
Mottled.....do...	199,066	170,933	28,133	.....
Vermicelli.....do...	8,146,400	7,258,666	.....	887,734

In the twenty-seven classes of exports during the first six months of 1899, sixteen show substantial increases over the same period of 1898. The export of all classes of silk increased, while straw braid fell off.

During this period, I certified to invoices as follows:

Articles.	1898.	1899.	Decrease.	Increase.
Hides .....		\$682.08		\$682.08
Pongees .....	\$320.73	3,534.35		3,213.62
Silk, brown .....	22,815.16		\$22,815.16	
Straw braid .....	59,761.23	61,686.86		1,925.63
Total .....	82,897.11	65,903.29	22,815.16	5,821.33

This shows a net loss of \$16,993.82, entirely due to brown silk, which was sent to Shanghai, thence to the United States. The above shows but a small fraction of our purchases here.

Straw braid for Manila to value of \$4,065.52 was invoiced here during this period.

*Reexports for six months ended June 30, 1899.*

Articles.	1898.	1899.	Decrease.	Increase.
Cotton goods:				
Shirtings—				
Gray, plain .....	pieces	690		690
White .....	do	700		700
Tablecloths .....	do	325		325
Japanese .....	do	12,000		12,000
Drills, American .....	do	210		210
Sheetings, American .....	do	360		360
Chintzes .....	do	420	380	
Turkey red .....	do	325	125	
Cotton—				
Italians .....	do	170		120
Lastings .....	do	50		50
Yarn—				
Indian .....	pounds	6,800	15,600	8,800
Japanese .....	do	1,352,133		1,352,133
Shanghai .....	do	30,400		30,400
Woolen goods—lastings .....	pieces	20	20	
Metals:				
Iron, old .....	pounds	190,066	288,000	97,934
Tin in slabs .....	do		2,666	2,666
Sundries:				
Buttons, brass .....	gross	9,328		9,328
Cotton, raw .....	pounds	12,533		12,533
Dyes .....	dollars	115	22	93
Flour, American .....	do	14,760		14,760
Ginseng:				
Korean .....	pounds	15,733	7,600	8,133
Cuttings .....	do	133	1,466	1,133
Beard .....	do	400	1,600	1,200
Matches .....	gross		5,412	5,412
Japanese .....	do		56,820	56,820
Medicines .....	pounds	5,733		5,733
Needles .....	mille	4,750		4,750
Oil, kerosene:				
American .....	gallons		10,250	10,250
Russian .....	do		100	100
Paper, first quality .....	pounds	6,266	4,533	1,733
Rice .....	do		115,200	115,200
Seaweed .....	do	8,400		8,400
Silk:				
Raw, wild .....	do	52,966	15,333	37,633
Refuse .....	do	13,600	45,600	32,000
Straw braid:				
White .....	do	110,400	81,466	28,934
Mottled .....	do	3,733		9,467
Sugar:				
Brown .....	do		162,400	162,400
White .....	do		8,666	8,666

This table shows a movement in the reexport of American drills, sheetings, and oil, which means that these are entering a new field, or have been shipped away in some new manner. Twenty of the classes named above were not in the list of 1898.

## MISSIONARIES.

Last year I wrote: "They have had a remarkably peaceful year, not one complaint having been made to me of antiforeign acts. This is the first year that I have been in China that I have known such a record." Unfortunately, the story is now different. Since Christmas, there has been nothing but trouble. Riots, murder, and acts of the most diabolical nature have been committed upon the native adherents of the missionaries. The situation grew so bad that the Germans sent inland a strong military force, burning down one or two villages and taking back with them several of the leaders of the villages as hostages for future peace.

On several occasions, Americans and Germans escaped by diplomacy and pluck.

The indemnity for these outrages has just been paid, and now the whole western part of the province is in a ferment, and much care will be necessary to pass the winter without the loss of foreign life.

Several causes for this change can be found. The floods and famine naturally raise disturbers in all lands. The governor, who so successfully kept the peace, was removed, and the present incumbent is known to be opposed to foreigners and things foreign; and when the governor is hostile, one can count on local officials being the same.

There was one noble exception. The official at Ichaufu did all in his power at great personal risk to protect the lives and property of our fellow-countrymen in that city. While suppressing open riot and anarchy (native children were being burnt alive) he caused the death of some of the cutthroats by ordering his soldiers to stop the tumult, and for this he was cashiered.

## AMERICAN INTERESTS.

In my annual report of October 14, 1897, Commercial Relations 1896-97, p. 992, I said:

In this province there are altogether 165 American men, women, and children, all of whom, except one mercantile house (L. H. Smith & Co.) and the members of this consulate, are connected with the various missions.

To-day, there are on the register of citizens 250, or an increase in two years of 85, among whom there are 4 merchants, 1 stenographer, 2 hotel managers, 1 mineralogist, 5 assistants, 1 agent, 1 in charge of Chinese posts, 1 in customs, 2 in banking, and the rest in missions. There are 16 doctors connected with the American missions. Besides this, the following American firms have established branches in Port Arthur and Talienwan: L. H. Smith & Co., Clarkson & Co., American Trading Company, Fearon Daniel & Co. (Anglo-American), and there are some 15 other Americans employed in various capacities.

## FINANCES, ETC.

Russian rubles are getting to be a familiar sight, and no longer excite comment. The Russian Bank issues paper money, half in Chinese, half in Russian, for use on the railways. Exchange has been fairly steady during the year, the cash being worth about the same now as it was a year ago.

For the first time in my experience in China, I have had the opportunity to buy United States gold coin. I wanted to buy a draft to

send home October 1. I was told that I could have all the United States gold dollars I wanted at \$2 Mexican for each dollar gold coin; that is to say, for one Mexican I could get 50 cents gold. As I wanted to send the money by mail, I had to have a draft, for which I paid \$2.04 Mexican for every dollar United States. The point is, that I could get United States gold coin here in Chefoo, and could get it cheaper than I could in the United States.

The American bank, the establishment of which I have so often urged, seems as far away as ever, but the field is still open, and I know of no better one for such an enterprise.

The quotations for shares in the Hongkong and Shanghai Bank on October 19 were: Number shares, 80,000; value, \$125 Mexican; paid up, \$125 (Mexican); last dividend—half yearly—£2½ (say \$25 Mexican); closing quotations, \$518.75 Mexican, or 315 per cent premium.

The bank building in Shanghai could not be duplicated now for twice \$250,000.

There are any number of reasons why an American bank would pay in China. Then, we have no newspaper. There is not in all China a newspaper that we can depend upon to set forth our side of the story. The two leading papers are English, and naturally put English interests before all others, while in many of the smaller ports there are others owned by the same nationality. The French and Germans now have their own papers.

The French, German, English, and Russian also have their own banks, but we must depend upon foreigners, not only to carry us, our cargoes and mails, but to do our banking and to give us the news.

More Americans (nonresidents) passed through Chefoo this year than ever before—at least 500, of whom over 300 stopped in Chefoo. I have seen more of my countrymen this summer than at any time in the last ten years.

#### LICENSES.

None are required here.

#### PASSPORTS, POSTAL REGULATIONS, ETC.

Again, I must draw attention to the necessity of having passports for Port Arthur and Russian territory.

The negligence that Americans show, in failing to obtain passports from the State Department before leaving for abroad, is astonishing. Accustomed to travel in their own country without let or hindrance, most of them can not conceive that when they go abroad they are but one of many nationalities; the lack of a passport often puts them to great inconvenience and loss of time, and not infrequently, of money.

Americans come here intending to go to Port Arthur. On calling at the steamer's office for a ticket, they are informed that they must have passports. Although wishing to depart at once, they have to come to this office, make out their application, perhaps at great personal inconvenience, and as it requires weeks to get the passport from the legation, they are supplied with a local passport—"travel certificate"—which, as it must be stamped by the local officials, they rarely receive until after their steamer has left. Thus they have to wait several days. It is easy for them to come provided with a passport, and difficult to get one when in China. The case is trying when a



naturalized citizen applies, and finds that he has left his naturalization papers at home, for then neither the legation nor the consul can help him.

I have often thought it would also be a good idea if the various mission boards supplied their missionaries with passports before leaving home. Much trouble and inconvenience would thus be saved.

An idea as to the demand for passports may be formed from the following applications at this office:

1898.....	2
1897.....	9
1898.....	10
1899, to September 30 .....	18

Thus it will be seen that twice as many passports were issued for the nine months of this year as were issued for the entire year of 1897. As a matter of fact, more applications are made here than at any other of our consulates in China, and most of them were for business men "In a hurry to catch the steamer for Port Arthur."

I have been officially informed by one mission in this province that they owed their lives to the possession by one of them of a passport that had been sealed by the Pekin authorities shortly after the "coup" last fall. These Americans were in deadly peril; in fact, they had expected every hour to be their last. The mob was ugly—extremely dangerous—because the "Emperor no longer reigned." There was no government, therefore no one to punish them." As a last resort, one of the Americans showed them his passport, pointing to the date in Chinese, with the big seal over it—the date was a month after the coup. "The Government at Pekin still lived," the mob became cautious, troops arrived, and our people were saved. The cost of that passport was \$2. It saved the lives of three Americans, and China much money in indemnities.

During the past year, post-offices have been established in this province at the following towns: Tengchow, Hwang-tsien, Laichow, Shaho, Ninghai, Weihaiwei, Wenteng, Shihhao, Lai Yang, under the Chefoo office, which is in charge of an American citizen. From Kyau-chau, which is under the charge of a German, there are also the following recently established offices in the province: Chimê, Pinghi, Weihsien, Chiningchow, Tsouping, Chinan, Tenghsien, altogether 23 offices in Shantung. In all China, there are 97; thus this district has one-fourth of all the Chinese Imperial post-offices, which are under the control of the foreign customs.

Nothing modifying this system has occurred since my report published in *Commercial Relations*, 1898, p. 999. Since the inauguration of the inland-service, delivery of correspondence to and from the interior has become to a great extent a matter of guesswork. So badly is the system managed that the Chinese, who are never in a hurry, are complaining. My informant inland writes:

Not only do the foreigners complain of the slowness of the service, but special inquiry among the business houses of this city (Weihsien) reveals the reason why the natives do not patronize the new service. They say it is "t'ai man" (too slow). It is quite a joke on foreign enterprise when such comments are made by the notoriously slow Chinese upon a mail schedule designed by foreigners as an improvement on the old way.

From a schedule furnished me, I learn that mails take from five to ten days longer on the road.

Much dissatisfaction is also expressed because the customs insist upon sending Germans to take charge of these inland offices, when the foreign population is nearly all American and English.

The province is getting under the control of Germany fast enough, and it seems strange that the Imperial post should use every effort to help on that end.

Why the United States ever allowed China to take charge of our mails is a mystery that no one here understands. The following is an extract from an official dispatch from our Post-Office Department in Washington, dated June 30, 1897:

The representatives of China stated that the Chinese post is now prepared to receive at Shanghai and transmit without charge, to addresses at interior Chinese post-offices fully prepaid articles contained in the mails received at your agency from the United States; and to transport to your agency articles destined for the United States which are delivered at the interior Chinese post-offices upon which postage is prepaid in full by means of United States postage stamps.

On the terms above set forth, our mails were surrendered to China after they had arrived on Chinese soil; our office in Shanghai receives and delivers its mail in Shanghai as before, and yet we are denied the same privilege.

As soon as China got control, she at once instituted charges on our mails on every pretext. The agreement did not specify letters or packages; it says distinctly "articles contained in the mails." The latest rules, dated Pekin, August 1, 1899, say:

Domestic (China) mail sent to inland offices (that is, offices not in the treaty port) pays only domestic postage, except parcels, which pay double postage, and which do not enjoy responsibility, etc.

International mail (under which, of course, comes United States mail) when sent to the interior overland (that is, to nontreaty post-offices) pays in addition to the United States postage domestic postage, except letters and post cards. This applies to all articles contained in the mails (except letters and post cards) intended for or from the United States.

Thus an American inland pays on every book, paper, or package that is fully prepaid in United States stamps, on its delivery to him at the interior office, 1 cent for every 4 ounces on newspapers, 2 cents on each 2 ounces or less on printed matter, 2 cents per 2 ounces (5 cents minimum charge) on commercial papers, and 20 cents per pound on parcels.

It can be readily seen what an extortionate charge this is, when it is remembered that every article except letters and cards is thus taxed.

Say a parcel of clothing weighing 1 pound is mailed in New York to a missionary in Tengchow, 40 miles from here. The merchant in New York puts on the cover 16 cents (1 cent each ounce). According to the agreement no further charge was to be made, but on its receipt at Tengchow there is the extra tax of 20 cents (in excess) to be paid. The rate is worse on books, for books from home require but 1 cent for each 2 ounces to Chefoo, yet at Tengchow (40 miles away) there is the extra tax of 2 cents for each 2 ounces.

On a book weighing a pound, mailed in New York, the postage is 9 cents gold. On arrival at the interior post-office the missionary is taxed 32 cents extra. In other words, China charges 3 cents gold more per pound for delivering a book after it is under her control, than the United States charges for sending it to China.

In answer to my remonstrances, I am told that the United States has no parcel post. The United States post-office in Shanghai is a branch

United States post-office, and anything sent from New York to California can be sent to Shanghai. Everything that I have on me, as I write this, except my shoes—socks, underclothing, shirt, collar, necktie, suspenders, shirt studs, cuff buttons, trousers, vest, and coat—came from Boston in the United States mails. Everything that Americans can buy in the United States, and is not too large for mailing, they have sent them by mail, and in Shanghai they receive it direct from a United States post-office without extra charge. Why should not this rule hold good at other places in China?

The result of these conditions is that Americans are compelled to buy here or in Europe, and our merchants are the losers and Americans here are assessed an extra tax.

From many parts of my district, it takes longer to get a reply than it does from New York. I have correspondence on official matters with parties inland, and if I wrote to-day, say to Chiningchow and to New York, I would get my reply from New York from a week to ten days earlier.

As we are without banks or newspapers, as stated above, so we are now without post-offices. Here in Chefoo, there are regularly organized German, Russian, French, and Japanese post-offices. I send my mail to the United States by the Japanese post. Is there any reason why we should not have our own offices? I have received hundreds of letters of complaint on this subject.

Last winter, the postal authorities chartered a small steamer to carry the French, German, and British mails from here to Peitaiho, where the mail was put on board train for Tientsin and Peking. The mails were sent up from Shanghai to Chefoo by the first British or Chinese coasting steamer—not by the Russian or Japanese, although a week or ten days might pass before a British or Chinese boat was available and ships of other flags might, in the meantime, leave for this port.

The American mail, which is by all accounts the largest, has to take its chances, often being sent by courier overland from Shanghai to Peking and Tientsin. If the American mail happens to arrive the same day as either the French, British, or German, it is forwarded, otherwise it has to wait here. The Germans send their mails north in their own ships.

#### TELEGRAPHS.

The system has improved somewhat over its condition last year. At the earnest request of our people inland, the legation asked the authorities to extend the lines to the prefectural cities of Taian and Ichow, and telegraph men are now beginning the work.

The charges for telegrams are curiously arranged, the rates for Chinese words being one-half of those for English; yet the Chinese is translated into English numerals, and thus sent, a charge of 1 cent per word being demanded for putting the numerals back into Chinese at the receiving office.

#### WHARFAGE.

There is no improvement to record. With the increased traffic the customs jetty has become a congested pile of merchandise, always at the mercy of the elements.

Only last week, complaint was made to me of destruction of 60 bags of flour out of 1,000. Six per cent is too large a loss, especially when there is no need of it.

## MARKING GOODS.

There are no laws on this subject, but the practice is to be commended for many reasons.

I notice that it is more commonly resorted to by the United States and Germany than by other countries. Occasionally one sees "Made in Belgium," or "England," as the case may be, in the English language. German packages often come out with Chinese marks on them.

It would be a very good idea if our people also added their names and addresses, and if they had it all translated into Chinese it would appeal to the natives who can not read English. The Chinese text can be easily obtained nowadays.

The Chinese here often have great difficulty in finding their merchandise for lack of the Chinese marks.

## COTTON GOODS.

I have written so much of late on the subject of cottons that there is nothing left to add, except that a short time ago I was shown some cotton cloth and asked what it was. I looked, turned it over, and said, "Why, that is canton flannel." It was the first I had seen in China. Lately, I have seen vast quantities of it on the dock and in the shops, all from New York and Boston.

I noticed the boxes it came in—large, square, and beautifully planed; but the boards were thin and in many instances were broken in several places, exposing the contents. The lining of the box was simply paper; one sudden shower and the contents would be spoiled. Such goods should come in bales with damp proof coverings.

## PACKING: ATTENTION TO ORDERS.

Again, I urge direct trade and a change in the method of packing. Every bale of domestics arriving here is torn open and often soiled. A few days ago, liquid indigo was landed on the dock and dozens of bales of drills were covered with the dye; one bale was saturated. A few evenings ago, hurrying through the native city, I was stopped by a crowd; on looking, I saw a great pile of sheetings on the muddy, slimy pavements. The bale, which bore the name of a Massachusetts mill, had come to pieces; the poor coolies were doing their utmost to save the goods; they were so poorly packed and so heavy that the bale fell to pieces by its own weight.

My remarks upon the manner in which some American merchandise is packed have had good effect in certain quarters at home, but I find that there is still room for improvement. Make the package smaller. Pack tinned biscuits in boxes that do not have to be destroyed in taking out the contents. Line all cases containing merchandise affected by dampness with tin or waterproof material. Use screws, not nails, on wooden boxes, and when an order for certain goods is received fill that order; don't substitute something else.

I bought in the United States last August a lot of stoves. I wanted American stoves. On opening one case I found that it contained English goods that had paid duty in the United States. I can get these English goods here at about half the price, because they are duty free.

Another instance is furnished by an order for files from the United States. The order was for 179 dozen files; value, \$439.92 gold. The files that were wanted were left out in many instances. Of the 27 kinds ordered, 11 kinds were not in accordance with the order. I quote from the original bill, showing only the differences:

Kind.	Ordered.	Received.
12-inch round bastard .....	5 dozen .....	3 dozen over.
14-inch round bastard .....	10 dozen .....	14 dozen over.
8-inch flat bastard .....	8 dozen .....	3 dozen over.
16-inch flat bastard .....	10 dozen .....	2 dozen over.
16-inch square .....	.....do .....	24 dozen short.
12-inch half round .....	.....do .....	2 dozen over.
12-inch round cut .....	3 dozen .....	None received.
14-inch round cut .....	3 dozen .....	14 dozen short.
8-inch flat .....	2 dozen .....	3 dozen over.
16-inch flat .....	8 dozen .....	2 dozen short.
12-inch half round, second cut .....	7 dozen .....	Do.

Five classes were short; six classes were over, and the merchant had to pay \$94.73 for files he did not order, less \$30.43 for files ordered and not received. I know of many other instances of the same sort.

One of the engineers in Port Arthur sent word to me a little while ago that the great fault with American manufacturers was that they did not fill the orders literally and that they sometimes "hurried too much."

Another case was this month brought to my attention, in which \$10,000 gold is involved, the parties refusing to pay until they got the machinery that they ordered, as they could not use what was sent.

The shipping firm writes:

We will make shipment on Monday on steamship *Rosetta*. We were delayed on shipment of shafting by reason of the Pacific Mail Company having to leave it behind in San Francisco for nearly thirty days, but it has arrived by the *Gaelic*, and the *Rosetta* is the first steamer leaving this port after its arrival. In regard to belting, we had to substitute 8-inch for 10-inch single, which, however, will be ample to pull the load required. We had to substitute 5½-inch for some 5-inch and 6-inch, and in order to make 2-inch and 2½-inch we had to split 4½-inch, so in all we filled the order for belting with very slight changes from the original order.

#### PORT ARTHUR.

The advent of the Russians is the principal cause of the great activity in north China, their presence having given an enormous impetus to our trade. I was informed that 80 per cent of the equipment and material used by them is purchased in the United States.

Port Arthur is the most active place in the East, and whatever the future may bring it is certain that no country is receiving more profit from this activity than our own. A little of the modern world has suddenly been planted in this Empire, and its effects are far-reaching. Baldwin locomotives are on the tracks across the harbor; electric lights, telephones, machinery—in fact, all the best and latest appliances—are in use, and nearly all are from the United States.

The new town of Dalny-Talienwan is sure to be the outlet of a vast territory, and for the next few years at least America will derive the most profit. The following newspaper extract describes the new town:

The Russian journal *Rossia* publishes a description of the site of the new town of Dalny which the Russians intend building in the Far East. The town will take the

place of the small native villages which now partly surround the bay of Talienwan, some 20 miles from Port Arthur. Each of these villages consists of a dirty, narrow street of badly built stone houses, furnished generally with a straw roof, and in these wretched houses the Russian troops are at present quartered. Among the larger buildings are two Buddhist temples, one of which is used as a military hospital and the other as a place of meeting for the soldiers. Commanding the bay, but now in ruins, are the fortifications constructed by the Prussian colonel, Von Hanneke. They consist of four forts, which in the time of the Chino-Japanese war were armed with Krupp guns, but the Japanese after the capture of the forts took the guns away with them. The heavy bombardment damaged the outer walls of the forts and destroyed the stone-built barracks. The communication between the forts was by a paved way, which is now falling into ruin past repair. Talienwan is connected with Port Arthur by telephone and telegraph, and the post runs twice a week. The bay remains free from ice all the year round, and is almost closed in by the mainland and some islands. So far, therefore, it makes a satisfactory harbor, but the question arises whether it will not be necessary here, as at Port Arthur, to deepen the harbor on account of the large draft of some of the vessels. At present at Port Arthur the larger ships have to stand out more than a mile from the town. When Dalny is built, Port Arthur will continue to be the administrative center, but in commercial and industrial affairs Dalny will take the leading part. The majority of the wretched Chinese houses mentioned above were abandoned by the inhabitants at the time of the Japanese occupation.

#### WEIHAIWEI.

Nothing whatever is being done here; it is the quietest place in China. So far, only a distilling plant has been erected; the streets are deserted. Now and then one meets with a marine or sailor doing police duty, but there are no shops, no machinery buzzing. The harbor is beautiful and full of magnificent ships, but although the place is only 40 miles from here, it has no regular connection, like Port Arthur and Tsintau, but depends upon an occasional call from a coasting steamer. The Japanese line is the only one making it a regular port of call.

#### TSINTAU (KYAU-CHAU).

This port was thrown open to trade, and the custom-house (under the auspices of the Chinese Government, but controlled by the German governor) commenced to function on July 1. It is a very lively place; the Germans, like the Russians, are losing no time; large buildings are going up; the finest hotel in the East is open to traffic, and on September 26 Prince Henry commenced work on the three railways that sooner or later will traverse the province. All over the province Germans are at work; hundreds are moving into Tsintau with their families. New lines of German steamers are connecting with the port, and in a year or two it promises to control the trade of this province. Many cargoes of American lumber have already arrived there.

Most of the steamers stop en route to or from Chefoo to Shanghai. Russian ships stop at Tsintau en route for Chefoo and Port Arthur, as well as the German steamers bound for Tientsin, and while British steamers stop at the German colony, they pass by their own.

Chefoo, being so near these three foreign ports and equally near to Nagasaki as to Shanghai, presents a good field for our trade.

To-day, I am informed of another new line of Japanese steamers which will commence on October 28 to run weekly from Shanghai to Tientsin, via intermediate ports. The Japanese have already started a line to Manila from Hongkong.

## SUGGESTIONS.

Again I renew my suggestions that consuls be sent to Ninchwang and all other ports not now represented; that museums, banks, and newspapers be established; that the Nicaraguan Canal be cut; that our shipping be reestablished; that the Chinese customs be requested to issue a more detailed report showing country of origin of imports, etc.; that the museums established by the missions inland be assisted by our manufacturers, as referred to on page 1013 and 1014, Commercial Relations, Vol. I, 1898. I trust they will receive the attention they deserve.

I advise that our interests be placed in the hands of our own people. At last I am able to say that the entire oil trade is no longer in the hands of Englishmen, for my repeated representations on this point were noticed. To-day, the Standard Oil Company has its own offices and its own man here, and that gentleman is an American.

The increase in American trade here is due not to any enterprise on our part, but has come almost in spite of ourselves, in mere compliance with demands.

JOHN FOWLER, *Consul*.

CHEFOO, *October 26, 1899.*

CHUNGKING.<sup>1</sup>

## TRADE.

The principal imports as compared with the previous fiscal year have been as follows:

Articles.	Fiscal year ended June 30—		Articles.	Fiscal year ended June 30—	
	1898.	1899.		1898.	1899.
Cotton goods:			Cotton yarn—Continued.		
Shirtings—			Japanese.....	12,420	10,676
Gray, plain...pieces..	543,461	343,007	{pounds..	1,657,333	1,423,467
Gray, plain, Chinese,			Chinese.....	48,684	60,036
pieces.....		200	{pounds..	6,491,200	8,004,800
White.....pieces.....	44,783	44,335	Woolen goods:		
White, Irish...do.....	13,123	13,678	Camlets, English.pieces	1,722	2,060
Dyed, figured, etc.,			{do.....	4,890	3,133
pieces.....	746	409	Long ells.....do.....	5,864	6,288
T-cloths.....pieces.....	3,772	2,140	Spanish stripes...do....	3,169	2,960
Drills, American.do.....	14,916	6,250	Cloth, broad, medium,		
Sheetings, English,			pieces.....	724	808
pieces.....	24,073	29,090	Cloth, Russian.pieces..	698	510
Cotton prints, plain,			Italian cloth, plain, fig-		
pieces.....	17,654	7,114	ured.....pieces..	12,261	7,354
Printed cotton twills,			Metals:		
pieces.....	5,493	3,210	Iron wire.....{pounds..	794	1,078
Turkey-red cottons,			{pounds..	105,867	143,734
pieces.....	10,476	8,472	Brass.....{pounds..	131	80
Cotton lastings, plain, fig-			{pounds..	17,467	10,667
ured.....pieces.....	41,728	32,855	Foreign sundries:		
Cotton Italians, plain, fig-			Bicho de Mar.pieces...	1,054	673
ured.....pieces.....	51,695	46,287	black.....{pounds..	140,533	89,734
Velvets.....do.....	522	572	Buttons, brass.....gross..	77,276	24,869
Velveteens.....do.....	924	942	Cardamoms.....{pounds..	1,392	545
Handkerchiefs.....dozen..	11,266	8,924	{pounds..	186,600	72,666
Towels.....do.....	19,129	15,560	Cassia lignea.....{pounds..	959	354
Cotton yarn:			{pounds..	127,867	49,200
English.....{pounds..	186	610	Cassia twigs.....{pounds..	5,861	8,336
{pounds..	24,800	81,333	{pounds..	714,800	444,166
Indian.....{pounds..	216,861	185,014	Clocks and watches,		
{pounds..	28,914,800	24,668,583	pieces.....	3,504	3,200

<sup>1</sup> In reply to circular of July 10, 1899.

*Principal imports as compared with the previous fiscal year—Continued.*

Articles.	Fiscal year ended June 30—		Articles.	Fiscal year ended June 30—	
	1898.	1899.		1898.	1899.
Foreign sundries—Cont'd.			Native sundries:		
Cuttlefish ..... piculs ...	5,587	1,571	Alum, white... piculs ...	1,446	2,585
pounds..	738,287	209,467	pounds..	192,800	342,000
Dyes, ani-       haikwan			piculs ...	1,188	985
line.....       taels.....	101,559	99,305	Cassia twigs... pounds..	158,400	131,332
United States			piculs ...	8,519	4,652
gold.....	\$70,482	\$71,147.52	China root ... pounds..	469,200	358,599
Fans:			piculs ...	77,598	27,750
Fancy..... pieces..	249,389	475,232	Cotton, raw ... pounds..	10,345,733	3,700,000
Palm leaf, trimmed, pieces..	157,550	75,634	Cuttlefish ..... piculs ...	3,800	951
Palm leaf, untrimmed, pieces..	875,565	1,045,770	pounds..	440,000	123,800
Ginseng, American, clarified... piculs ...	466	225	Fans:		
pounds..	62,133	20,000	Fancy..... pieces..	145,191	
Isinglass..... piculs ...	1,230	339	Paper..... do.....	671,248	
pounds..	170,667	51,867	Silk..... do.....	56,270	
Medicines       haikwan			Glass or vitri- piculs ...	1,803	921
taels.....	23,962	14,242	fied ware... pounds..	240,400	122,800
United States			piculs ...		334
gold.....	\$16,604	\$10,142.07	Lung-ugans... pounds..		44,684
Needles..... mille.	143,350	104,092	Medicines       haikwan		
Oil, kerosene, American, gallon	77,540	32,600	taels.....	131,600	84,081
Pepper, black piculs ...	3,230	181	United States		
pounds..	438,667	24,134	gold.....	\$91,330	\$59,961.40
Sandalwood... piculs ...	1,238	88,236	Opium lamp... pieces..	145,621	58,519
pounds..	171,738	633	Paper, first piculs ...	1,057	617
Sapanwood... piculs ...	346	146	quality... pounds..	140,933	82,267
Seaweed and piculs ...	46,133	86,108	Pipes, white metal, pieces..	15,963	5,247
agar-agar... pounds..	39,746	12,687	Sea blubber... piculs ...	2,322	1,324
Sharks' fins, piculs ...	5,299,733	1,688,600	pounds..	376,267	176,533
clarified... pounds..	189	83	Seed, lily flower or lotus piculs ...		288
Umbrellas... pounds..	25,200	11,067	nuts..... pounds..		38,400
Worm tablets in bottles, dozen.....	88,053	34,615	Silk, piece piculs ...	402	238
	2,995	1,660	goods ..... pounds..	54,600	37,733

*Principal exports as compared with the previous fiscal year.*

Articles.	For the fiscal year ended June 30—		Articles.	For the fiscal year ended June 30—	
	1898.	1899.		1898.	1899.
Bristles ..... piculs ...	4,777	5,781	Peel, orange ... piculs ...	694	1,786
pounds..	636,953	770,800	pounds..	82,533	233,133
Feathers, duck piculs ...	3,236	8,601	Rhubarb..... piculs ...	8,948	8,019
fowl..... pounds..	439,733	480,133	pounds..	1,193,067	1,039,200
Fungus..... piculs ...	2,798	1,271	Safflower... piculs ...	239	308
pounds..	373,067	169,867	pounds..	31,867	43,734
Hemp..... piculs ...	12,803	9,706	Silk, raw:		
pounds..	1,707,067	1,294,133	Yellow... piculs ...	4,627	4,409
Hides, cow and piculs ...	2,333	2,641	pounds..	616,933	587,867
buffalo... pounds..	317,733	352,133	Wild..... piculs ...	843	490
Horns, cow and piculs ...	471	606	pounds..	113,067	65,334
buffalo... pounds..	62,800	80,800	Silk:		
Lead..... piculs ...	2,298	7,316	Refuse..... piculs ...	5,246	502
pounds..	306,406	975,467	Cocoons, ref- piculs ...	699,467	66,934
Leather..... piculs ...	1,066	1,155	use..... pounds..	1,510	7,206
pounds..	144,800	154,000	Skins (furs) goat... pieces..	201,333	960,800
Medicines       haikwan			piculs ...	3,843	14,846
taels.....	605,672	598,562	Spelter... pounds..	2,296	5,077
gold.....	\$420,336	\$421,481.30	Sugar, brown... piculs ...	306,133	676,933
Musk..... catties ..	3,219	2,745	pounds..	247	8,680
pounds..	4,292	3,660	Turmeric ..... piculs ...	32,933	490,667
Nutgalls ..... piculs ...	11,513	8,475	pounds..	8,666	17,181
pounds..	1,585,067	1,130,000	Wax, white ... piculs ...	1,155,467	2,290,800
Opium, native:			pounds..	8,675	12,617
Szechuan... piculs ...	8,437	6,641	Wool, sheep... piculs ...	1,156,667	1,632,236
pounds..	1,124,933	885,466	pounds..	23,905	7,056
Yunnan..... piculs ...	1,604	1,612			
pounds..	213,867	214,933			
Kweichon ... piculs ...	23				
pounds..	3,067				



From the Introduction to the Review of the World's Commerce for the years 1896-1897, I take the following extract:

The world has watched the progress of the diplomatic drama in China with an interest which has been heightened by the knowledge that the practical outcome might be the opening of new channels of trade to the commerce of the globe, or the appropriation of them by particular nations for their own special benefit. China has for some years been one of the most promising fields for American enterprise, industry, and capital; and the entrance of that vast Empire upon the path of Western development under conditions which would secure equality of opportunity to the United States would doubtless result in immense gains to our manufacturers in the demands, which would be sure to follow, for lines of supplies and goods of various descriptions that we are preeminently fitted to provide. The solution of the problem of the future commercial conditions of the Chinese Empire has, therefore, an immediate and most important relation to the expansion of our export trade, especially that of the Pacific slope.

These words are true enough. In the diplomatic drama now being played in China, Russia and France together are endeavoring to gain the ascendancy against England, the United States, and Japan. Should these nations be successful, new channels of trade will be appropriated to their special use. In south-western China, namely, in the provinces of Yunnan, Szechuan, and Kweichow, the former bordering on Tonkin, French influence is becoming very strong. The trade of these western provinces will, I presume, always follow the valley of the Yangtze. In Yunnan the country is mountainous, and it is extremely doubtful whether a railway running, say, from Bhamo (British Burma) or from the Tonkin border through the province would be a financial success. In any case, water transportation is cheaper than rail, although slower; and as time in China is not generally regarded from a money standpoint, I presume the longer but cheaper route would be employed.

#### NAVIGATION OF YANGTZE.

The navigation of the Upper Yangtze Kiang between the port of Ichang and Chungking—a distance of about 450 nautical miles—by means of light-draft steamers, has not yet been put to the actual test, but there is a probability that early next year, with one or two steamers specially designed for this service, some one will make the experiment. What is needed, in my opinion, is a thorough survey of this section of the river by one of these light-draft steamers, in order to demonstrate fully whether steam navigation will be possible or profitable. There is some risk, surely, but there are few undertakings which are without this element.

#### SERICULTURE.

In Szechuan, silk culture forms one of the principal industries, the centers being Pao-Ning and Shun Ching to the north of this city, Kia-ting to the west, and Mien-Chou and Jên-Shou to the northwest. The silk is coarser than that produced in or near the cities of Hangchow and Soochow near Shanghai, and it is stated that when used to make up Chinese satins, etc., at the above-named places, it can only be employed in the manufacture lengthwise and not horizontally, in order to hide its coarseness. Most places in Szechuan produce silk for local consumption, and those named are only centers of export. The imperial customs returns show that raw silk to the amount of 4,409 piculs (587,867

pounds) was exported during the fiscal year under review, as against 4,627 piculs (616,933 pounds) for the previous fiscal year. The customs do not give values in the quarterly returns, but I estimate the value for the period at a little over 1,000,000 taels. Prices of silk per ounce this autumn at Chungking are quoted as follows: Mien Chou, which ranks first in quality, at 16 taels (11.3 cents) per ounce; Pao-Ning at 15½ taels (11.2 cents) per ounce; Shun Ching and Kia-ting 15 taels (10.8 cents) per ounce; Jên-Shou at 14½ taels (10.4 cents) per ounce. The production this year at the five places above mentioned amounted to 11,000 piculs (1,466,667 pounds), ascertained from competent native authority. One hundred and sixty ounces of silk make what is called a book or bundle and 10 bundles make a picul, but local custom varies. At Chungking, there are six hong or licensed exchanges whose business it is to send delegates during the silk season, which occurs in April and May, and buy up raw silk for export. I understand that these hong handle the greater part of the silk which is exported from this city. In connection with this subject, I would call attention to a report I made on "Silk and silk worms in China," which will be found in Consular Reports for April, 1898.

#### COTTON AND COTTON GOODS.

Raw cotton, of which this province imports large quantities, comes from Shanghai and Tungchow, Kiangsu province, Yü Yao, Chêkiang province, Hsing Chou, Hwang Chou, Li-ho, Shasi, and Kia Hsiang, Hupeh province. The weight of a bale is 180 catties (240 pounds). A duty of 770 cash (the present value of cash is about 1,260 to the tael) is levied between Hankau and Ichang per bale. At Kwei-fu, the first barrier arrived at in this province, the likin and duty collected amount to 77 tael cents (55.4 cents). On arrival at Chungking, the likin and duty amount to 30 tael cents (21.6 cents), so that from the time a bale of raw cotton leaves Hankau until it is clear of all customs exactions and in the hands of the consumer, it has paid a duty and likin in the neighborhood of 1.75 taels (\$1.26). Shanghai cotton is sold in this market at 25 taels (\$18) the bale; that from the other places named, at from 23 to 19.60 taels (\$16.57 to \$14.12).

A credit of four months is given on cotton sales. The imports of cotton (raw), as shown by the returns, amounted to 3,700,000 pounds for the fiscal year 1899, as against 10,345,733 pounds for the fiscal year 1898. I am unable to account for this falling off. There is also a decrease, although not so perceptible, in the importation of cotton yarn—34,178,133 pounds for the fiscal year 1899, against 37,088,133 for 1898. Of course, the imperial customs returns by no means give the whole quantity imported. Junk loads of raw cotton are shipped from Hankau after the close of the harvest in November, which escape notice by the foreign customs. So long as the system of the provinces maintaining tax stations in opposition to the imperial office lasts, the interprovincial trade of the Empire will not be fully made known to the outside world.

According to Parker, a considerable quantity of cotton is also grown in Szechuan, but I have not heard of it. The product in good years suffices only for local consumption in the 4 or 5 prefectures where it is grown. Cotton can not be grown in any quantities in Szechuan, owing to the abnormal rainfall.

Under the head of cotton goods (foreign) the returns show a falling off in nearly every item. On the other hand, cotton yarn (English) increased from 24,800 pounds in 1898 to 81,333 pounds in 1899. Indian yarn fell about 4,000,000 pounds, while Chinese yarn increased about 1,500,000 pounds. Japanese yarn is about stationary.

#### PETROLEUM, ETC.

Under woolen goods, a considerable falling off is likewise noticeable. American ginseng and American kerosene oil, under the head of foreign sundries, have fallen off about half. The Standard Oil Company, of New York, which sends this product, established in June an agency at this port, and I hope that the sales of the commodity will measurably increase before long. A godown for the storage of 50,000 cases is now being erected, with a view of meeting the utmost demand and keeping prices at a minimum. The lower the price, the larger the sales. A case of kerosene oil of about 10 gallons retails at present in this city at 3.20 taels (\$2.10, gold). This, I should say, is about the retail price in the United States. The test of the oil sold here is, I believe, 110°. In Shanghai, however, the same oil sells for considerably less than the price here, the freight charges being heavy.

#### OPIMUM.

One of the principal exports from this province is opium. I say principal because of its commercial value and the large income the customs derive from its export. It is a pleasure to see that the quantity exported during the period under review is about 240,000 pounds less than in the preceding year, the figures being 1,124,933 pounds for 1898 and 885,466 pounds for 1899.

#### SAFFLOWER.

There used to be a thriving trade here in safflower for dyeing purposes. According to Parker, above quoted, two places near Chengtu produced in average years little short of 800,000 taels (\$576,400) in value, and the sales at Chungking, one of the places, used to average about 5,000 bags a year, each bag weighing about 200 catties (262 pounds). The greatest demand for safflower was in the years 1849-1852. Red aniline dyes, which, though less tenacious, are easier of manipulation, have largely replaced the safflower dye in Se-Chuen. Opium, too, has taken its place as a spring crop. The production at Chungking at the present day is about 400 piculs (53,333 pounds) annually. The price is 90 taels (\$64.85) per picul.

#### AMERICAN TRADE.

To return to the main feature of this report, namely, the expansion of our export trade. Our exports to Europe during the year 1898 reached the stupendous sum of \$981,000,000 odd, while our Asiatic trade for the same year was about \$47,000,000. Of this amount, \$12,000,000 odd is credited to China.

Our manufacturers should consider what articles are most suited to the wants of the Chinese, and supply them at as low a figure as possi-

ble, the price to be regulated by the quantity. We are able to compete successfully with the rest of the world. In time we should make China, the largest country in Asia, our principal market in this region, as Great Britain is to-day in Europe.

I receive numerous letters from firms and individuals in the United States seeking this district as a market for their goods. To many I am unable to offer encouragement. Certain articles that we manufacture have no place in this region, and it is useless to think of this as a market. Some kinds of agricultural implements might be introduced, if the farmers were able to afford the extra expense. In the line of breadstuffs, the province grows sufficient rice for ordinary times. In periods of famine, a demand would of course follow. Cycles are utterly out of the question, the country roads not being adapted to their use. A certain number of clocks and watches is now being imported—mostly American. We can not expect, for some time at least, a market in this region for our iron and steel. Sewing machines of American manufacture are found here. For typewriting machines, there is as yet no market. The Chinese do not wear shoes like ourselves, so they would have no use for leather. Hog and dairy products would find a market if the foreign community were larger than it is. Our exporters must be prepared to give long credits—such as four months after delivery—and as liberal terms as possible, if they wish any measure of success in this market.

GEO. F. SMITHERS, *Consul*.

CHUNGKING, *October 30, 1899.*

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#### SUPPLEMENTARY.

##### CURRENCY.

With regard to changes in currency values, especially in the United States gold value of the monetary unit, and the rate of exchange, I would say: There is no currency proper in west China. Mint machinery for the coinage of silver dollars was set up in Chengtu last year, but, as is the case with all such new enterprises here where foreigners have not absolute control, no change in the present system of bullion in circulation as money has come about. The machinery, which was supplied from the United States is being allowed, I hear, to go slowly to ruin, partly, perhaps, for the want of the necessary knowledge to keep it in order, and partly because of the apathy of the officials. The establishment of a proper circulating medium would of course prevent the speculation now indulged in by a large army of people, in the way of buying and selling silver and exchanging it for cash. The Chinese are of such a conservative nature that a radical change takes away their breath, so to speak, and they at once begin to distrust the officials. The rate of exchange between Shanghai and Chungking varies according to the season of the year. About January or February, when silver is more or less plentiful, a rate equal to 94 taels for 100 Shanghai is obtainable. This rate is for checks or drafts on the latter place, payable at sight. Later on in the year, the best rate quoted is often no better than 91 taels. I estimate the value of the commercial tael of this city in United States gold at

69 cents at the present time, or the same as the Tientsin tael. While the native banking agencies at this port are ample for all purposes, there is great need of a foreign banking institution. At present, it is impossible to negotiate drafts on foreign countries here. They must be sent either to Hankan or Shanghai. Merchants will find this a great obstacle to transacting business with foreign countries.

#### CUSTOMS RULES AND PORT REGULATIONS.

Changes in customs rules and port regulations will be found in Consular Reports for July, 1899, page 430, under the head of "Trade and customs regulations on the Yangtze Kiang." I am not cognizant of any changes in tariff rates.

#### TRANSPORTATION FACILITIES.

The existing condition of internal transportation facilities I have already alluded to. To say the least, the water and land methods of transportation are bad. To improve the former, suitable steamers must be employed, and to improve the latter, a line of railway. This last undertaking, while much the larger of the two, would, if sufficient capital were forthcoming, be in the end more remunerative, as well as advantageous. But such an enterprise must have the sanction or cooperation of the central Government, while with steamers the case is different.

#### COMMUNICATION WITH UNITED STATES.

The actual means and time of communication with United States ports is by way of Shanghai, from which port there are numerous lines of steamers to the Pacific coast ports, as well as to New York via London and Marseilles. To reach Shanghai from here takes fifteen days or so, according to the time of year.

#### TAXES.

The taxes or excises are  $2\frac{1}{2}$  per cent over and above the import duty, when foreign goods are sent from a treaty port into the interior for sale. In other words, an article imported into China upon which an ad valorem duty of 5 per cent is leviable, according to the tariff, should be free from all exactions whatever after the payment of  $7\frac{1}{2}$  per cent ad valorem, and can be sent anywhere in China. But I believe that while this is theoretically correct, the practice is different.

## POSTAL RATES.

The existing postal rates, domestic and foreign, are as follows:

*Tariff of postage.*

	To domestic places.	To union countries.	To non-union countries.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Letters:			
Per quarter ounce .....	2		
Per half ounce .....	4	10	20
Post cards:			
Single .....	1	4	4
Double .....	2	8	8
Newspapers:			
Sent singly—			
Up to 2 ounces .....	1		
Up to 4 ounces .....	1		
Every additional 2 ounces .....	1		
Sent in bulk—			
Per 3 ounces .....	1		
Per 2 ounces .....		2	5
Printed matter, per 2 ounces .....	2	2	5
Commercial papers, per 2 ounces .....	2	2	5
Minimum charge per packet .....	5	10	10
Samples, per 2 ounces .....	2	2	5
Minimum charge per packet .....		4	
Registration:			
Simple .....	5	10	10
Return receipt .....	5		
Parcels, per pound .....	10	(a)	(a)
Money orders, per dollar .....	2		

a Vide special table.

## MARKING GOODS.

There are no laws to my knowledge requiring goods to be marked to show the country of origin; but it would not be a bad idea, inasmuch as quantities of American goods are imported into China for which we do not get credit in the customs returns, for our exporters to mark their goods with the country of origin. This might lead to our getting full credit for what we do send to China.

GEO. F. SMITHERS, *Consul.*

CHUNGKING, *November 4, 1899.*

## TRADE IN 1899.

The principal articles of import from foreign countries and Chinese ports during the fiscal year ended June 30, 1899, were as follows:

Article.	Quarter ended—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Cotton goods:					
Shirts—					
Gray, plain .....	47,840	76,980	86,178	187,014	848,007
Gray, plain, Chinese .....		200			200
White, plain .....	4,175	9,480	9,970	20,710	44,335
White, Irishes, plain .....	2,100	2,500	4,087	9,991	18,678
Dyed, plain .....					
Dyed, plain figured .....		58	356		409
T-cloths .....	390	1,080	420	270	2,140
Drills, American .....	1,575	3,715	300	660	6,250
Sheetings, English .....	4,510	3,600	10,780	10,200	29,090
Cotton prints, plain .....	1,122	1,280	1,260	3,502	7,114

*Principal articles of import from foreign countries, etc.—Continued.*

Article.	Quarter ended—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
<b>Cotton goods—continued.</b>					
Printed cotton twills.....pieces..	240	880	1,320	1,280	3,210
Turkey red cottons.....do....	576	1,580	3,649	2,668	8,472
Cotton lastings, plain and figured, pieces.....	3,373	7,899	11,807	9,776	32,855
Cotton Italians, plain and figured, pieces.....	5,921	7,585	13,249	19,582	46,287
Velvets.....pieces..	118	206	150	95	572
Velveteens.....do....	90	800	390	162	942
Handkerchiefs.....dozen..	723	2,800	2,701	3,200	8,924
Towels.....do....	2,123	2,271	5,094	6,062	15,550
<b>Yarn—</b>					
English.....pounds..	10,800	16,800	11,200	42,533	81,333
Indian.....do....	3,790,800	3,668,333	6,841,733	10,342,667	24,668,533
Japanese.....do....	181,867	118,000	429,733	693,867	1,423,467
Chinese.....do....	1,813,400	1,276,000	2,869,733	2,050,667	8,004,800
<b>Woolen goods:</b>					
Camlet's, English.....pieces..	230	880	760	710	2,090
Lastings.....do....	653	1,700	500	280	3,133
Long ells.....do....	840	1,480	1,740	2,228	6,288
Spanish stripes.....do....	241	805	1,218	696	2,960
<b>Cloth—</b>					
Broad, medium, and habit.do....	84	879	140	205	808
Russian.....do....	50	230	180	50	510
Italian cloth, plain and figured.do....	322	2,075	2,397	2,060	7,354
<b>Metals:</b>					
Iron wire.....pounds..	23,800	58,267	32,000	24,667	143,734
Brass.....do....	5,067	3,600	.....	2,000	10,667
<b>Foreign sundries:</b>					
Bicho de Mar, black.....do....	12,000	30,800	23,267	13,667	89,734
Buttons, brass.....gross..	1,600	8,200	5,469	9,600	24,869
Cardamoms.....pounds..	3,600	51,733	6,983	10,400	72,666
Cassia lignea.....do....	10,000	22,400	8,267	8,533	49,200
Cassia twigs.....do....	97,733	223,867	86,733	35,833	444,166
Clocks and watches.....pieces..	556	678	742	1,224	3,200
Cuttlefish.....pounds..	65,733	17,867	76,667	49,200	209,467
Dyes, aniline.....United States gold..	\$3,402.18	\$19,155.52	\$23,971.12	\$24,613.72	\$71,147.52
Fans fancy.....pieces..	.....	475,232	.....	.....	475,232
Fans, palm leaf—					
Trimmed.....do....	.....	29,600	46,084	.....	75,684
Untrimmed.....do....	.....	.....	796,910	243,860	1,045,770
Ginseng, American, clarified.pounds..	10,000	14,933	2,800	2,267	20,000
Isinglass.....do....	7,600	3,600	10,000	30,667	51,867
Medicines.....United States gold..	\$2,044.74	\$5,220.58	\$1,987.13	\$989.62	\$10,142.07
Needles.....do....	6,150	13,402	50,070	34,470	104,092
Oil, kerosene, American.....gallons..	1,500	.....	28,600	7,500	32,600
Pepper, black.....pounds..	6,400	7,467	.....	10,267	24,134
Sandalwood.....do....	11,200	18,667	6,133	2,133	38,133
Sapanwood.....do....	7,600	19,333	30,667	28,533	86,103
Seaweed and agar-agar.....do....	385,467	500,533	886,000	431,600	1,683,600
Sharks' fins, clarified.....do....	3,600	1,467	3,067	2,933	11,067
Umbrellas.....pieces..	5,884	426	11,975	16,336	34,615
Worm tablets, in bottles.....dozen..	100	500	700	300	1,600
<b>Native sundries:</b>					
Alum, white.....pounds..	14,000	188,933	28,800	110,267	342,000
Cassia twigs.....do....	13,333	78,133	36,133	3,733	131,332
China root.....do....	14,533	120,533	47,733	170,800	353,599
Cotton, raw.....do....	54,667	608,733	969,067	2,072,533	3,700,000
Cuttlefish.....do....	14,000	72,267	24,933	5,600	126,800
<b>Fans—</b>					
Fancy.....pieces..	.....	.....	86,436	53,755	140,191
Paper.....do....	.....	.....	601,740	69,508	671,248
Silk.....do....	.....	10	50,360	5,900	56,270
Glass or vitrified ware.....pounds..	20,000	42,666	49,867	10,267	122,800
Jadestone ware.....pieces..	.....	134	.....	.....	134
Lung-ugans.....pounds..	.....	.....	41,067	3,467	44,534
Medicines.....United States gold..	\$9,634.75	\$23,709.60	\$16,118.43	\$7,500.57	\$69,961.40
Opium lamps.....pieces..	11,533	19,122	23,417	4,747	58,819
Paper, first quality.....pounds..	17,333	28,667	21,467	14,800	82,267
Pipes, white metal.....pieces..	3,843	658	276	476	5,247
Sea blubber.....pounds..	42,000	58,533	66,667	14,533	176,533
Seed, lily flower or lotus nuts.....do....	.....	.....	25,733	12,667	38,400
Silk, piece goods.....do....	2,267	12,133	8,933	14,400	37,733

## EXPORTS.

The principal articles of export (including reexports) to foreign countries and Chinese ports during the fiscal year ended June 30, 1899, are as follows:

Articles.	Quarter ended—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Bristles.....pounds..	182,183	39,783	227,200	371,783	770,900
Feathers, duck and fowl.....do....	40,933	186,533	207,333	45,333	490,133
Fungus.....do....	27,067	80,133	35,733	26,933	169,867
Hemp.....do....	881,333	226,933	147,333	38,533	1,294,133
Hides, cow and buffalo.....do....	21,333	44,800	203,200	82,800	352,133
Horns, cow and buffalo.....do....	20,533	25,467	29,467	5,333	80,800
Lead.....do....	184,400	-----	393,067	448,000	975,467
Leather.....do....	80,400	19,333	62,800	41,467	154,000
Medicines.....United States gold..	\$111,930.03	\$125,313.23	\$108,791.75	\$75,441.24	\$421,481.30
Musk.....pounds..	488	1,015	1,145	1,012	3,660
Nutgalls.....do....	88,183	676,000	286,400	79,467	1,130,000
Opium:					
Native Szechuan.....do....	178,933	250,800	292,533	168,200	885,466
Native Yunau.....do....	46,400	65,333	50,267	52,933	214,933
Native Kweichow.....do....	-----	3,067	-----	-----	3,067
Peel, orange.....do....	-----	11,333	196,333	31,467	238,133
Rhubarb.....do....	211,067	156,800	243,867	457,467	1,069,200
Safflower.....do....	27,067	1,467	6,133	9,067	43,734
Silk:					
Raw, yellow.....do....	221,600	113,067	97,067	156,133	587,867
Raw, wild.....do....	33,867	31,467	-----	-----	65,334
Refuse.....do....	15,333	13,467	15,067	23,067	66,934
Oocoons, refuse.....do....	704,800	24,267	6,533	225,200	960,800
Skins (furs), goat.....pieces.....	-----	528	11,458	2,865	14,946
Spelter.....pounds..	-----	-----	305,200	371,733	676,933
Sugar, brown.....do....	13,200	110,400	127,067	240,000	490,667
Turmeric.....do....	186,400	482,133	963,467	658,800	2,290,800
Wax, white.....do....	176,533	697,333	411,333	397,067	1,682,266
Wool, sheep.....do....	150,000	266,533	214,133	313,133	940,800

## AGRICULTURE IN CHUNGKING.

The department of Chungking Fu occupies the eastern portion of Szechuan, the city of Chungking being distant 1,200 li (350 miles) to the east of Chengtu, the provincial capital. In area the department extends 590 li (about 150 miles) from north to south and 560 li from east to west. The configuration of the department may be described as mountainous, but, nevertheless, very much cultivated. The principal crops grown are beans, barley, buckwheat, hemp, maize, millet, opium, rape, rice, sesamum, sugar cane, tobacco, and wheat.

Taking the crops in the order named, beans are sown early in October and harvested about May. Barley and buckwheat are sown about the beginning of November and gathered about the middle of March. Hemp, of which there are various sorts, is sown in the spring, but the seeds do not require renewal. The stumps are each year covered with cow dung after the stalks have been broken off. The first and best crop is gathered about the end of the Chinese year, the second in the third moon, and the third in the sixth or seventh moon. It is considered better to tear off the stalks than to cut them, but as this method is slower and more troublesome, it is not in use among the larger growers.

Maize is planted in small quantities all over the province, but grown more plentifully in districts where it is mountainous and rice can not be grown. Last year's crop was an extraordinary harvest, which rarely happens. This year there was a two-thirds crop, which was better than year before last. It is sown at the end of the third or



beginning of the fourth moon; it takes about one hundred days to ripen. Present price per picul, 6,000 cash (5 taels). It is used sometimes in making Chinese alcohol, and also sugar.

Millet, or kaoliang, is grown plentifully all over the province. It is sown in the third moon and harvested in the seventh moon. Like maize, there has only been a two-thirds crop this season, due, it is said, to the amount of rain which fell about the time it should have been harvested. Millet is principally made into Chinese alcohol.

Opium does not deserve any special mention here.

Sesamum is grown in the neighborhood of Sui-ling hsien. The value of the crop for this year is estimated at about 3,000 taels, which is considered a good year; it is principally used for making oil; sown in the second moon and harvested in the seventh moon.

It is grown in great quantities in and near Kwei Fu.

The rice crop in this Department suffered severely during the excessive drought of July last, when I believe only about one-half inch of rain fell. On the other hand, during August, the abnormal rainfall deluged the crop, thereby completing its ruin. Within a radius of 20 miles from this city, I learn that the yield has been about one-fifth of a crop; some 35 or 40 miles away, two-thirds of a crop was gathered. Beyond this radius the condition of things is said to be better. The more prosperous farmers do not mind having a bad year on the heels of a good one, as they can command a fancy price for their surplus product. The failure of the rice crop means distress to thousands of human beings. Had China proper means of communication within her own borders, there would be no fear of a famine in any portion of the Empire; as while the rice crop may be a total failure in any one province, others may have enough to spare. In good years, I gather from competent native authority, the province produces 6,000,000 piculs (800,000,000 pounds) of rice. This year, owing to the shortage of the crop in this section of the province, only about 5,000,000 piculs (670,000,000 pounds) have been harvested. The tax upon rice amounts to 600,000 taels (\$414,000) per annum.

There are two sorts of sugar cane grown in Szechuan, the red and the white varieties. The red requires more manure and more attention than the white, and is chiefly used for eating in its raw state. Four sorts of sugar are made from the white variety: First, the unrefined or brown, which is in commonest use; second, the white, which is simply the brown freed of its impurities. Crystallized sugar is again made from white sugar, chiefly used for making sweetmeats, etc. Refined sugar is obtained by placing the brown in vats, flooded with grass, and covered with potash obtained from the same kind of grass. Sugar cane is planted in small quantities all over the province, and is sown in the first moon and cut in the eighth. The principal centers are Tse Chow and Né Kiang, whence comes the best sugar. It is estimated that a million taels worth of business is done annually in that line. Next come Lu-chow and Suifu, producing brown sugar. These two places may be safely put down at half a million taels.

Tobacco is grown all over the province, but the principal places are Hsing Tu hsien, Hsing Fan, Kin Fang, and Pe-hsien, near Chengtu. It is sown in the twelfth moon, taken up and planted in the spring, and is ready to be cut during the fourth moon. After the leaves have been carefully spread out, it is hung up to dry and also to catch the dew for three or four nights; when this is accomplished, the leaves

are again curled up and made into bundles of about 40 catties each, ready to be exported or taken to the various markets for sale.

Wheat is grown plentifully all over the provinces, the principal places being Pao Ning, Shun Ch'ing, Chao Hwa, and Kwang Yuan. It is made into flour and vinegar. Wheat is sown in the twelfth and harvested during the fourth moon. The crop this year has been a very fair one. The estimated value for the above four places may be placed at 120,000 taels. It is stated that the value of the crop was formerly double what it is now, owing to opium being planted in its stead, since it is more profitable to cultivate opium than wheat. The above two crops are planted simultaneously. The prospective yield for the province may be placed at 1,500,000 piculs (200,000,000 pounds) or thereabouts.

#### HORTICULTURE.

The following fruits are grown in this province: Apples, cherries, chestnuts (two varieties), dates, grapes, litchis, lotus nuts, lung-ngans, melons (var.), olives, oranges, peaches, peanuts, pears, persimmons, plums (var.), pomegranates, pumeloes, and walnuts.

Apples are grown in the north of the province, at a place called Sung-p'an, some 800 miles distant. They do not reach this city, owing to the long distance. As to their condition I can not say, but it is safe to presume that they are of an inferior quality, like the pears which are to be had here. This last-named fruit ripens in July. The best kind is grown about 20 miles from Chengtu, where the production is large. The quality of this fruit might be greatly improved if the native gardeners knew enough about horticulture. In appearance the fruit is fine, but it has little juice and is something like a potato.

Cherries are grown plentifully in this neighborhood. The fruit ripens about April and the season lasts four weeks. The fruit is very small and is used for preserves by the natives. It is very cheap in price.

Grapes, a white variety, are grown; the quality is inferior. They sell for about 6 Mexican cents the catty.

Litchis are grown at Luchow and Sinfu, two ports on the Yangtse above Chungking. They are not so fine as those grown in the south of China. Fruit ripens during July; production is small; cost, about 35 Mexican cents the catty.

There are two kinds of oranges—the loose skin, called mandarin, and the close-skin orange. The former ripens in October and the latter a month later. The oranges grown in this province can not compare with those grown in our country. They lack proper cultivation, which can be said of all the fruits. The mandarin orange is grown all over the province, but more plentifully in the neighborhood of Kiang Ching hsien, about 50 miles from here. The sales of this fruit, I understand, amount to 30,000 taels (\$20,000) every season. They are exported to the neighboring province, Hupeh. The outer and inner skins are also exported in great quantities, and are used for medicinal purposes.

GEO. F. SMITHERS, *Consul*.

CHUNG KING, *November 25, 1899.*

## FUCHAU.

The trade of Fuchau during 1898 showed a decided increase over several previous years, and, excepting the years of 1886 and 1888, was the largest since 1880. There was a marked increase in T-cloths and yarns. The supply of the latter article from India shows a large increase, while that from Japan and the Shanghai Cotton Mill Company is fully double what it was in 1897. Although most of this trade is in the hands of the Chinese traders, the foreign merchants have brought in yarn in much larger quantities than ever before, and it looks as though the foreigner might become a successful rival of the native merchant. Certain Chinese officials, who are personally interested in the Shanghai mills, have sent their yarns to depots of supplies in several interior ports, though I have not learned that they have established these here. The homemade cloth, manufactured on native looms by foot power, continues to hold its place in the favor of the masses of the people. Though coarse in texture and more loosely woven, it is stronger and more durable than foreign cloth, and the natives say "it is warmer in winter and cooler in summer" than the foreign-made cloth. It certainly suits the established fancy of the common people better. This native cloth is made up in pieces of narrow width, about  $7\frac{1}{2}$  yards in length, being just enough to make a complete suit of clothes for a Chinaman.

A systematic exhibition of foreign-made goods at depots of supplies, with prices for articles laid down here, might do much to encourage orders, but the Chinese are too conservative to speculate in futures, and want their goods when they pay their money.

If the foreign merchant or commercial traveler knew enough Chinese to talk about his wares, and could exhibit them as suggested in interior towns or supply them from Shanghai or Hongkong without delay, it would greatly facilitate trade. But this means a residence, or permission to travel and do business all through the interior, which would involve the opening of all China to the trader.

Even could this be done, the Chinese purchasers would for the present prefer to deal with their own people, and the compradore of the foreign hong could outsell the best foreign drummer. It is very doubtful, even if foreigners were allowed to travel for trade in the interior, whether they would immediately succeed in altering the methods of trade which have been so long in vogue.

There is an immense difference between the occidental and oriental mind in ways of dealing. A Chinese official once said to a British consul at this port, "Your ways are not as our ways. You foreigners think and speak in straight lines; we Chinese think and speak in curves."

A very large percentage of foreign goods imported into China is sold to Chinese merchants in Hongkong or Shanghai, and by them distributed through the Empire. It is not uncommon for Chinese merchants living far in the interior to have their own agents residing in one or the other of these cities, where they deal directly with the foreign importer, and have the goods purchased and delivered in the name of the foreigner to the interior port, thus getting the advantage of reduced likin rates granted on passes obtained by the importer.

## IMPORTS.

The import trade of China has increased 145 per cent in the last twelve years. The distribution among foreign nations shows no marked difference from that of former seasons. As British firms and steamers are much more numerous than those of other nations, the trade is correspondingly large in their favor. At this port, during 1898, 23 British steamers loaded tea for London, 10 for Australia, and 10 for America.

The share taken by each nationality in the carrying trade of China during the last year, is as follows:

	Number.
British vessels .....	22,609
Japanese vessels .....	2,262
German vessels .....	1,831
American vessels .....	743
French vessels .....	577
Swedish and Norwegian vessels .....	498
Danish vessels .....	268
Russian vessels .....	118

The total tonnage outward and inward was 34,233,000, and of that amount Great Britain contributed 62 per cent; China, 24 per cent; Germany and Japan, each, 5 per cent; Sweden and Norway, 1 per cent; France, 1 per cent; America, 1 per cent, and all other flags, 1 per cent.

The marked increase in the number of Japanese steamers may be accounted for in part by the fact that subsidies are about to be granted under the laws for the encouragement of navigation. Two companies are in the field, the "Nippon Yusen Kaisha" and the "Toyō Kisen Kaisha" having already established regular lines to Europe and America.

For the European lines, the grant per annum is £272,959 (\$1,328,355); for Seattle lines, £66,765 (\$324,912); for the San Francisco line, £103,500 (\$503,683). These payments are to continue for ten years from January 1, 1900, to vessels continuously in service for that length of time. The steamships must be of not less than 6,000 tons, and must not be 14 years old. For the European service, 12 steamships have been put in commission; between Hongkong and San Francisco, 3; between Hongkong and Seattle, 3. All of these are required to carry Japanese postal matter free of charge.

## INLAND STEAM NAVIGATION.

The Chinese Government, for the first time in the history of the Empire, made provision for inland steam navigation during 1898. By this act, native or foreign owned steamers are permitted to ply between a treaty port and places on the coasts or rivers to be designated by the superintendent of customs in each province. Vessels availing themselves of this privilege can ply only on waters lying between treaty ports, and are not permitted to go to or pass another treaty port, nor can they land passengers or ship cargo at intermediate places, except where customs offices are established. Before 1898, native steam launches were allowed to ply on the rivers, but could not go outside, nor were they allowed to carry freight. The new privileges do not always meet with favor on the part of the provincial officials, and many

restrictions tending to cripple the new enterprises have been introduced. This may be accounted for, in part, by the fact that the receipts on likin duties, on goods going overland, come into the hands of the provincial officials, and their income would be greatly reduced by the introduction of steam navigation on local waters. Goods which now come overland have to pass many likin stations, and are required to pay a tax at each station until the final destination is reached. The same goods, coming by steam launch, pay only one duty at the end of the route, and thus escape enormous squeezes.

The British consul at Wuchow, Mr. Hosie, writes concerning this business as follows:

The Chinese merchant, to get his goods from Fat shan to Nan ning, pays two full duties and a half, as well as freight from Sam sui to Hongkong and back, and all this is cheaper than if he carried them past the native custom-house and likin stations. This is an everyday occurrence. To throw open to steam the inland waters of China, hampered by restrictions which practically keep them closed, without drastic revision of the taxation of domestic trade, is absolutely worthless. \* \* \* The domestic trade is overtaxed, for Chinese produce carried from one port to another in foreign vessels is burdened with duties to the extent of  $7\frac{1}{2}$  per cent against 5 per cent if carried through any port of a foreign country. Nor is this all, for if carried into the interior it has in addition to run the gauntlet of native custom-houses and likin stations.

Owing to the hindrances above mentioned, and others imposed by officials, the efforts made by foreigners and natives at this port to establish steamship lines have all been unsuccessful and have been abandoned, at least for the present.

The latest effort was made by a wealthy Chinese compradore of a foreign hong, who attempted to establish a line between Fuchau and the recently opened treaty port of San tu, a few miles to the north on the coast. The opposition of the carriers or burden-bearing coolies, who hitherto have had a monopoly of the business of carrying teas and other products of that region overland on their shoulders, was such that no freight could be obtained back to Fuchau, and the scheme was an utter failure.

F. E. Taylor, statistical secretary of the Chinese imperial maritime customs, in his last report says:

The development of industrial enterprises, the extension of railways, and the exploitation of the mineral resources of the country are likely to have important effects upon trade in the near future. As regards the first, steady progress is observable, and everything points to a prosperous future which will further develop the foreign trade.

#### TEA, FLOUR, AND KEROSENE.

At the opening of the season for tea, it was supposed that the new restriction act in the United States, prohibiting the importation of inferior teas and establishing unusual tests as to quality, and also the imposition of 10 cents gold per pound on this product, would unfavorably affect the shipments to America.

The total shipments to the United States for the season were 8,246,677 pounds, against 6,913,133 pounds for the previous season. The following statements are made by the commissioner of customs concerning the trade at this port:

Of Congou tea the quality was fair, though not up to the standard of the previous season, which was above the average. As regards cost, the market was opened on too high a scale, and prices were kept up throughout the season by speculative buying, which must have resulted badly for some of the operators. There was a good demand for common kinds, but limited supplies and high prices, as compared with

India and Ceylon teas, threw the local product still further back in the competitive struggle, and the opinion is expressed that this season has given the coup de grace to the London business. With a rapidly weakening demand in Australia, the only markets left for this class of tea are America, South Africa, and the Continent of Europe; and even here its future is by no means assured unless its quality is fully maintained and prices are reduced to a more reasonable level. Souchongs are said to have been better than for some years past, and prices opened high for the crack chops. Unfortunately, however, large quantities of grossly inferior preparations were put upon the market and found purchasers at the prices ruling for higher grades. It is regrettable that this class of tea, which is regarded as the backbone of the Fuchau tea trade, should run the risk of extinction through the short-sighted policy of both parties to the transaction—the sellers in demanding too high prices for a low-grade commodity, and the buyers in not insisting upon proper value for his money. Flowery Pekoes are characterized as excellent and the finest ever produced. They found a ready sale at remunerative prices, and may be said to have recovered the ground they had lost during the last two years. The export of brick tea fell off from 7,300 to 2,500 piculs.

*Flour.*—The enormous increase in the demand for foreign flour, which rose from 7,294 to 23,724 piculs (972,533 to 3,165,866 pounds), an increase of 225 per cent during the year, taken in conjunction with the still more remarkable rise in the importation of white and refined sugar, which increased from 3,294 to 24,882 piculs (439,200 to 3,117,600 pounds), or 660 per cent, may legitimately be regarded as an indication that the taste of the masses, who are large consumers of wheat flour cakes and sweet stuffs, is being taught to appreciate cleanliness in feeding, provided that it is not obtained at the cost of cheapness.

Japan matches advanced during the year from 185,700 to 236,900 gross boxes.

*Kerosene.*—Kerosene oil shows a shortage of about 720,000 gallons, the American and Russian varieties having fallen off by 467,000 and 952,000 gallons respectively, while the Sumatran product increased by 699,000 gallons. Cheapness is the only quality in which the last named excels its rivals; and it is cheap because it is dirty, and therefore heavier, there being a gain of 1 to 1½ pounds in weight to the retailer on each tin.

SAMUEL L. GRACEY, *Consul.*

FUCHAU, *August 18, 1899.*

*Trade at Fuchau from January 1 to June 30, 1899, as compared with same period of 1898.*

IMPORTS.

Articles.	1898.	1899.
<b>Cotton goods:</b>		
<b>Shirtings—</b>		
Gray, plain.....pieces..	82, 214	87, 448
White, plain.....do.....	10, 492	9, 068
Dyed, plain.....do.....	1, 411	1, 046
Dyed, figured.....do.....	882	846
T cloths.....do.....	110, 174	108, 752
Drills.....do.....	4, 090	5, 496
Chintzes, furniture, and plain cotton prints.....do.....	7, 044	6, 114
Turkey-red cloths and cambrics.....do.....	6, 637	7, 700
Cotton, Italians.....do.....	1, 626	2, 868
Lawn, muslins, jaconets, cambrics, and dimities.....do.....	4, 774	6, 709
Handkerchiefs.....dozen.....	4, 074	5, 532
Cotton yarn, Indian.....pounds..	1, 830, 000	899, 238
Cotton yarn, Japanese.....do.....	16, 000	877, 135
<b>Woolen goods:</b>		
Camlets, English.....pieces.....	985	1, 068
Lastings.....do.....	600	528
Long ells.....do.....	242	173
Spanish stripes.....do.....	630	646
Cloth, broad, medium, and habit.....do.....	67	84
Lusters and Orleans.....do.....	64	156
Blankets.....pairs.....	584	729
<b>Metals:</b>		
<b>Iron—</b>		
Nail, rod, and bar.....pounds..	245, 066	8, 177
Wire.....do.....	19, 138	27, 600
Old.....do.....	1, 134, 800	951, 467
Wire.....do.....	.....	1, 216
Tin in slabs.....do.....	308, 333	218, 267
Tin plates.....do.....	162, 533	218, 200
Lead, in pigs.....do.....	3, 069, 200	2, 184, 166
Unclassed.....do.....	.....	154, 800

Trade at Fuchau from January 1 to June 30, 1899, as compared with same period of 1898—  
Continued.

## IMPORTS—Continued.

Articles.	1898.	1899.
<b>Foreign sundries:</b>		
Beans.....piculs.....		66,180
Bicho de Mar.....gross.....	1,487	1,988
Braid, Liama.....do.....	721	912
Coal.....tons.....	2,208	5,197
Cuttlefish.....pounds.....	18,886	87,800
Dyes, aniline.....value.....	8,552	13,908
Fish, dried and salt.....pounds.....	912,400	2,504,533
Ginseng.....do.....	15,600	19,086
Glass, window.....boxes.....	2,192	1,680
Glassware.....pounds.....		82,158
Glue.....do.....		22,266
Grass cloth.....do.....		5,733
Candles.....do.....		81,866
Cement.....do.....		152,800
Clocks.....pieces.....		1,613
Cockles.....pounds.....		98,800
Cosmetics.....do.....		16,400
<b>Fans:</b>		
Fancy.....pieces.....	94,959	127,908
Palm leaf.....do.....	809,846	148,850
Palm leaf, untrimmed.....do.....		142,565
Flour.....pounds.....		3,487,466
Horns.....do.....	122,800	112,532
Isinglass.....do.....	87,200	52,800
Machinery.....value.....	8,094	12,337
Matches, Japan.....gross.....	119,911	112,209
<b>Oil:</b>		
Kerosene, American.....gallons.....	2,000	666,010
Kerosene, Russian.....do.....	498,425	114,125
Kerosene, Sumatra.....do.....	698,860	229,125
Pepper, black and white.....pounds.....	84,000	64,933
Rattan.....do.....	292,508	222,183
Sandal wood.....do.....	340,983	251,600
Sapan wood.....do.....	28,400	68,800
Seaweed.....do.....	1,024,800	1,272,000
Shell fish.....do.....	150,983	120,000
Sugar.....do.....	160,533	2,148,533

## EXPORTS.

<b>Bamboo:</b>		
Split.....pounds.....	157,533	505,466
Shoots, fresh.....do.....	780,266	776,533
Shoots, dried.....do.....	382,183	1,152,400
<b>Feathers.....pounds.....</b>	164,800	86,666
Hams and bacon.....do.....	23,866	4,800
Lampblack.....do.....	828,988	348,533
Lung-ngans, dried.....do.....	66,400	239,466
Medicines.....value.....	2,561	6,733
Mushrooms.....pounds.....	217,200	1,248,933
Oil, all kinds.....do.....	123,783	249,466
Oranges, fresh.....do.....	1,942,000	4,880,266
<b>Paper:</b>		
First quality.....do.....	800,266	643,200
Second quality.....do.....	1,898,200	1,497,200
Joss.....do.....	588,266	599,200
Peel, orange.....do.....	84,800	97,866
Plums.....do.....	298,800	160,133
Potash.....do.....	72,583	113,733
Potatoes.....do.....	1,746,666	3,226,066
Rice.....do.....	106,400	147,733
Shoes, satin.....pairs.....	583	1,598
<b>Tea:</b>		
Black.....pounds.....	10,151,866	18,290,800
Brick.....do.....	28,687,333	4,400,533
<b>Timber:</b>		
Beams, soft wood.....pieces.....	2,125	14,165
Planks.....square feet.....	10,181	166,146
Wood, poles.....pieces.....	114,600	187,878

## SUPPLEMENTARY.

In accordance with the Department's circular of the 10th of July, I give below statement of the port of Fuchau for the year 1898, as compared with 1897:

## IMPORTS.

Articles.	1897.	1898.
<b>Cotton goods:</b>		
<b>Shirtings—</b>		
Gray, plain.....pieces..	67,508	68,652
White, plain.....do....	16,332	16,572
Dyed, plain.....do....	2,204	2,325
Dyed, figured.....do....	532	625
<b>T cloths.....do....</b>	172,065	184,727
Drills, English.....do....	6,414	6,500
Chintzes, furniture, and plain cotton prints.....do....	8,278	10,968
Turkey-red cottons.....do....	12,974	13,382
Cotton Italiana, plain and figured.....do....	8,440	7,692
Jaconets, cambrics, lawns, muslins, dimities.....do....	8,028	7,840
Handkerchiefs.....dozens..	8,470	8,278
Japanese cotton cloth.....pieces..	3,301	1,272
<b>Cotton yarn—</b>		
Indian.....pounds..	3,580,944	4,090,538½
Japanese.....do....	88,266½	157,200
<b>Woolen goods:</b>		
Camlets, English.....pieces..	2,454	2,132
Lastings.....do....	1,417	1,329
Longells.....do....	598	608
Spanish stripes.....do....	2,137	1,608
Cloth, broad, medium, habit, and Russian.....do....	364	380
Lusters and Orleans.....do....	726	656
Blankets.....pairs..	1,698	1,580
<b>Metals:</b>		
<b>Iron—</b>		
Nail, rod.....pounds..	9,600	8,538½
Bar.....do....	27,333½	244,266½
Wire.....do....	41,066½	29,066½
Old.....do....	2,123,933½	2,841,466½
Ware, unclassified.....do....	455,200	206,666½
<b>Tin—</b>		
In slabs.....do....	581,866½	487,200
Plates.....do....	698,963½	380,000
Lead, in pigs.....do....	2,198,533½	3,855,333½
Metals, unclassified.....do....	22,400	4,266½
<b>Sundries:</b>		
Beans, green.....do....	57,738½	.....
Biche de mar—		
Black.....do....	58,800	27,066½
White.....do....	709,200	372,800
Braid, llama.....gross..	1,247	1,064
Candles.....pounds..	88,533½	48,133½
Cement.....do....	138,600	164,133½
Clocks.....pieces..	2,548	2,659
Coal.....tons....	3,136	3,379
Cockles, dried.....pounds..	98,600	104,400
Cosmetics.....do....	46,538	38,933½
Cuttlefish.....piculs..	645	198,400
Dyes, anilines.....value..	\$23,920	\$25,640
<b>Fans:</b>		
Fancy.....pieces..	84,560	111,915
Palm leaf.....do....	356,670	381,846
Fish, salt.....pounds..	257,333½	2,797,200
Flour.....do....	972,533½	3,163,200
<b>Ginseng:</b>		
Korean.....do....	266½	266½
<b>Japan—</b>		
First quality.....do....	1,066½	2,266½
Second quality.....do....	12,133½	21,866½
Unclassed.....do....	1,200	1,866½
<b>American—</b>		
Clarified.....do....	2,973½	1,866½
Crude.....do....	7,600	8,000
Glass or vitrified ware.....do....	47,466½	47,866
Glass, window.....boxes..	4,060	482,666½
Glassware.....value..	\$6,967	\$6,982
Grass cloth, fine.....pounds..	7,600	6,666½
Horns, cow and buffalo.....do....	180,133½	206,666½
Isinglass.....do....	66,666½	64,000
Looking-glass and mirrors.....pieces..	8,698	5,157
Machinery.....value..	\$21,271	\$22,649



*Imports—Continued.*

Articles.	1897.	1898.
<b>Sundries—Continued.</b>		
Matches, Japanese.....gross.....	185,709	236,964
Mats, tea.....pieces.....	1,285,150	1,670,442
Oil, kerosene:		
American.....{pounds.....	92,976,000	.....
Russian.....{gall.....	.....	229,900
Sumatran.....{pounds.....	246,181,833	894,335
Pepper, black.....do.....	458,520	1,187,690
Battans.....do.....	158,000	120,000
Sandalwood.....do.....	442,400	100,106
Seaweed and agar-agar.....do.....	511,733	583,333
Shellfish.....do.....	2,942,666	2,630,133
Soap.....do.....	132,933	86,666
Sugar, white.....do.....	168,800	197,866
Toothbrushes.....do.....	839,800	.....
Umbrellas.....pieces.....	89,486	77,574
Bamboo:		
Split.....pounds.....	21,167	27,465
Shoots—		
Fresh.....do.....	1,722,933	7,911,600
Dried.....do.....	817,333	1,042,666
Feathers, duck, fowl, etc.....do.....	7,572,583	6,662,000
Hams and bacons.....do.....	234,933	239,466
Lampblack.....do.....	17,333	26,400
Lung-ngans, dried.....do.....	264,666	572,666
Medicines.....do.....	545,333	691,333
Mushrooms.....do.....	361,600	452,533
Oil, tea.....do.....	120,400	2,950,666
Orangeskin.....do.....	496,666	296,800
Fresh.....do.....	25,466	31,733
Dried.....do.....	6,004,966	6,370,000
Paper, first quality.....do.....	233,466	222,000
Second quality.....do.....	1,532,933	1,556,133
Joss.....do.....	5,200,266	4,331,200
Peel, orange.....do.....	1,570,266	1,158,100
Plums, dried and salt.....do.....	233,666	268,583
Potash.....do.....	591,333	561,600
Potatoes.....do.....	187,333	222,133
Rice, red.....do.....	1,335,733	3,480,800
Shoes and boots, silk and cotton.....pairs.....	322,533	162,400
6,788	5,889	
<b>Tea:</b>		
Black.....pounds.....	34,513,066	35,308,866
Green.....do.....	58,400	6,266
Dust.....do.....	580,400	589,866
Leaf.....do.....	499,100	531,866
Brick, black.....do.....	7,688,400	4,794,933
<b>Timber:</b>		
Beams, soft wood.....pieces.....	14,469	8,717
Planks, hard wood.....do.....	5,076	7,447
Poles.....do.....	286,908	296,557

WILBUR T. GRACEY,  
*Vice-Consul in charge.*

FUCHAU, *October 12, 1899.*

### HANKAU.<sup>1</sup>

The Chinese imperial maritime customs reports place Hankau as the second commercial city of the Empire. There has been a large increase in trade during the past six months. This period has been a record breaker, and has even excelled the first six months of the flourishing year of 1898 by one and a half million taels.

The seven lines of steamers running between here and Shanghai, and aggregating twenty vessels, besides several steamers engaged in the coastwise trade, carrying rice from the inland to the coast ports and bringing back sugar, have all done a large business; and although

<sup>1</sup> In reply to circular of July 10, 1899.

there are four lines of steamers making weekly trips between here and Ichang—400 miles up the river, where steamboat navigation ends, and all travel and traffic is transferred to junks, which are mostly towed by trackers to Chungking, 460 miles farther up—yet they have been unable to keep up with the demands of the carrying trade.

The total amount of business for the year 1898, given in the last annual customs report, amounts to 53,771,445 haikwan taels, or \$39,255,485 in gold. This does not include the millions of dollars worth of trade that is carried in Chinese junks, figures for which are not obtainable.

Notwithstanding this large increase in trade, imports have decreased. Much of this, no doubt, is due to the disastrous fire that occurred in Hankau on October 2 of last year, when 20,000 houses were destroyed, and for weeks afterwards small fires were taking place nightly. The people became almost panic-stricken, and many moved away from the city. Business was seriously interfered with, and the loss to the commercial class on account of the fire and interruption of business was large. Many firms were ruined, and several banks went out of business. Under such conditions it was no wonder that imports fell off, for, in the unsettled condition of affairs in Hankau, dealers in Shanghai would not ship cargoes to this port on credit. The upriver traffic to Chungking was also seriously threatened by the rebellion in the province of Szechuen.

#### CURRENCY.

Silver has been scarce. To one who is accustomed to have a permanent standard of value in currency, the fluctuations in value of money in China appear to retard the development of trade in a marked degree. The value of the tael and Mexican dollar is constantly changing, and no two cities estimate them alike; often the difference will amount to 6 or 8 per cent. The foreigner is handicapped by the high and fluctuating rate of exchange; by the spirit of speculation that pervades all classes of business; by high rates of interest and freights, and by the necessity of employing the native comprador, who is in a position to be always sure of his profits and commissions.

#### EXPORTS.

The customs reports show that since 1893, the rise in the prices of exports has been from 35 to 40 per cent. As an example, the price of sessamum seeds has advanced 100 per cent, fungus 93 per cent, wood oil 80 per cent, cowhides 65 per cent, nutgalls 45 per cent, when compared with the prices of six years ago. The tendency of all goods to advance has been noticeable since the Chino-Japanese war.

*Exports to the United States for the six months ended June 30, 1899.*

Antimony ore.....	\$17, 145. 07
Asiatic-nut oil .....	3, 079. 93
Bristles.....	2, 951. 15
Cowhides.....	5, 063. 75
Egret feathers .....	9, 761. 07
Goatskins .....	15, 361. 49
Hide cuttings.....	519. 04
Tea .....	364, 082. 14
Teumaric .....	853. 78
Total .....	422, 246. 05

The value of exports to the United States for the period of six months ended June 30, 1898, was \$248,246.05. The figures show an increase for the first six months of 1899, over the corresponding period of 1898, of \$173,371.62.

#### KEROSENE OIL.

The principal article of import from the United States is kerosene oil. The competition between the American, Russian, and Dutch or Sumatran oils has been very sharp for the last two years. The Dutch oil has come to the front rapidly the past year, while the Russian has as rapidly fallen off. The amount of American oil imported here in 1897 was 10,106,120 gallons; for 1898, it amounted to 9,115,520 gallons, being a decrease of 990,600 gallons.

The amount of Russian oil imported here in 1897 was 8,938,913 gallons, against 4,842,100 gallons in 1898, being a loss of 4,096,813 gallons.

Dutch oil was imported in 1897 to the amount of 1,190,800 gallons; in 1898, 5,173,600 gallons, being an increase of 3,982,800 gallons.

#### IMPORTS FROM THE UNITED STATES.

The last semiannual customs report shows a decline in the imports of cotton goods as compared with the same period of 1898, but the annual report of the customs for the year 1898 shows an increase over 1897 as follows:

Drills in 1898, 213,032 pieces; in 1897, 186,183 pieces. Sheetings, 16,754 pieces; in 1897, 3,245 pieces. Jeans, 3,360 pieces; in 1897, 2,440 pieces.

Ginseng was imported from the United States to the amount of 1,217 pounds in 1897, and 1,776 pounds in 1898.

Of American flour, 563 pounds entered in 1897, and 847 pounds in 1898.

Large quantities of our goods, consisting of flour, hams, canned goods, biscuits, cheese, hardware, bicycles, stoves, sewing machines, clocks, lamps, beer, furniture, typewriters, liquors, etc., are not credited to the United States by the customs returns.

Heavy consignments of drills and sheetings that we know come from the United States are noted in the returns as "English and American," or "Dutch and American."

The large decrease in the amount of drills and sheetings imported during the past six months may be due to the local output of the cotton mills at Wu Chang, on the opposite side of the river from Hankau. On the other hand, the importation of yarn has increased.

The cotton mills at Wu Chang have 1,000 looms and use only 600 of them. The daily output is 306 pieces of shirting. In the cotton yarn mills they have 148 looms, use 120, and turn out 33,000 pounds per month.

#### MATCHES.

The importations of matches during the past year have fallen from 1,166,264 gross in 1897 to 244,380 gross in 1898, due to local match factories being started here, which produce 36,000 boxes daily, and are rapidly supplanting the foreign article, which came mostly from Japan.

The only direct import to this port is coal from Japan, which is used for steaming purposes.

## TEA.

The tea season opened with bright prospects on April 15, and the first crop was handled without a day of rain, so that no time was lost in preparing and shipping it to foreign markets. It amounted to 704,000 half chests, which exceeded last year's first crop by 66,882 half chests. The flavor was not considered quite up to the usual standard. The price for low grades was slightly higher than last season.

Russians were the heaviest buyers. Six of the Russian volunteer fleet, vessels of 5,000 tons, were loaded at this port, and shipped direct to Odessa. The Russians almost control the tea trade here—the largest market in China—and are rapidly supplanting the English, who have monopolized the business in past years.

The total amount of tea purchased in this market during the season of 1899 was 942,961 half chests, Russia taking 771,000 half chests and other countries 171,961 half chests. To America and Canada were exported 4,462,478 pounds of black tea and 5,954,725 pounds of green tea. The total amount of tea exported to America and Canada from this port for the season of 1899 was 10,417,203 pounds. Nearly all of this tea was of the cheaper grades.

To Great Britain there were exported 9,348,918 pounds of black tea, 932,148 pounds green tea; total, 10,281,062 pounds.

The introduction of machinery for preparing tea into China has made no progress. It was attempted last year in this district, but proved a failure, the Chinese not taking to it kindly and declaring that there was enough money to be made out of tea in preparing it the old way.

## A NEW ROUTE FOR SHIPPING TEA TO SIBERIA.

A new venture was undertaken in shipping "brick tea" this year to Northern Siberia. It has been the custom in the past to ship "brick tea" down the Yangtze River to the sea, and from there by water to Tientsin, where it was loaded on camels and carried thousands of miles into the interior of Siberia, to supply the demand of that immense territory. This year the English steamer *Glaucus* was loaded with 9,000 tons of tea, 4,000 tons of which was "brick tea" for the Siberian market. The steamer was under heavy bond to arrive in London at an early date in July. It left Hankau the 20th of last May. The "brick tea" was to be reshipped in a steamer built for the Arctic trade, and by taking the route discovered by Captain Wiggins a few years since, she was expected to make a voyage to the mouth of the Yenisei River in Siberia, where the "brick tea" was to be unloaded into steamers in waiting, carried inland, and landed. It is believed that the steamer for the Arctic trade, by starting early in the season, can make one trip safely during the summer to the mouth of the Yenisei and return loaded with the produce of that region. If this proves a success, it will revolutionize the sea traffic from Tientsin to the far interior and northern parts of Siberia.

## IMPROVEMENTS.

Hankau, "the Chicago of the East," is expanding in many ways; new foreign concessions have been granted, and railways, factories, and steamboat lines are being built. If no political complications arise to check her growth, the commercial future of the city will be bright.

A grass cloth factory is being built at Wu Chang by a German firm, under the direction of an English superintendent, and will be completed in 1900.

#### ALBUMEN FACTORIES.

Albumen to the extent of 1,349 pounds, and prepared yolks of eggs to the amount of 11,000 pounds were exported from this port during the past year.

Four albumen factories have been recently opened here, and others are being built at the open ports in this district. Duck eggs are chiefly used, on account of their size, chicken eggs here being a third smaller than in the United States. One thousand duck eggs produce 8 pounds of albumen and 59 pounds of yolks. Eggs cost from 6 to 7 cash each, which is equal to about 4½ gold cents per dozen. Roughly speaking, the whole process consists in separating the whites from the yolks. The former are placed in shallow pans, one above another, in an oven, and subjected to a sufficient amount of heat to evaporate the fluid portion, leaving thin layers of albumen. The yolks are shaken together, borax and ammonia added until the yolk is reduced, and are then placed in barrels for shipment. The product is mostly shipped to Germany. The albumen is used principally in photography and to fix the color in fabrics. It is said that a solution of albumen is prepared and the goods are thoroughly soaked in it, whereby a coating is formed about each thread of the goods. As albumen will not dissolve a second time, the sheathing remains permanent and retains the color in the goods. The yolks are used in preparing leather for gloves. This industry received attention in the customs reports for the first time this year.

#### EGRET FEATHERS AND PHEASANTS' SKINS.

Egret feathers and pheasants' skins have been a new feature in the export trade this season. Over 1,000 pounds of the former, valued at \$100, gold, per pound, have been shipped from this port during the first six months of 1899. These beautiful feathers are developed on the birds only during the breeding season, and to obtain them the birds have to be killed. It was a sad sight to see thousands of pheasants' skins offered for sale on the streets last summer. The large price paid for the skins induced the natives to slaughter these handsome birds and bring them long distances to market. Last season they were to be found in abundance; now, a sportsman may travel all day and not see over one or two.

#### WOOD OIL, TURMERIC, SESSAMUM, ANTIMONY.

Wood-oil production shows a large increase. This is mostly shipped to Europe, where it is extensively used for mixing with homemade varnish. Its value is due to its peculiar astringent and drying properties. There are two kinds, but only one is exported; it comes from Szechuan province, and is called Pai-yu. It is expressed from the seeds of *Elæococcus* and *Jatropha* trees, and is used for varnishing the finer kinds of furniture.

Turmeric, hitherto used only in the Empire, has lately begun to be exported to England.

Sessamum seeds are being exported to Europe in large quantities, chiefly to Marseilles and Genoa, where the expressed oil is used to mix with olive and salad oils. It is also used to make the finer kinds of soap. The seed is grown all over central Asia, and is used by the native as an article of food.

Antimony ore to a limited amount has been exported to the United States during the past year. There are large beds of it in this district, but it is difficult to get permission to mine it.

#### POST-OFFICES AND PARCEL POST.

The French and Japanese opened up post-offices at their consulates last month. The English have had one since the port was first opened.

One thing that is very much needed is a parcel-post service between the United States and China similar to what they have in various European countries. The largest package one can send through the Chinese post-office is 4 pounds. The amount of business that could be done by parcel post between these two countries would certainly be profitable, and would be constantly growing.

#### CONCESSIONS.

During the past few months the English have secured an addition to their concession here, and are making arrangements to have it plotted.

The Russians are putting in extensive improvements on the water front, building a perpendicular wall for a breakwater and bund, so that vessels can unload without using lighters. They have also broken ground for erecting a new consulate. The French expect to have the bunding work completed this fall along the entire river front of their concession. The Germans, who secured their concession last year, have put down a small railway for dumping cars, and are filling in the ground about 5 feet.

#### RAILWAYS.

Little progress has been made on the Pekin and Hankau Railway at this terminus. Most of the grading has been done for the first 60 miles. No bridges have been put in or rails laid. Three small engines arrived here in July, to be used in the construction. The prospect of the early completion of the road is not encouraging. A preliminary survey of the Canton-Hankau Railway was made from this point to Canton by a party of American engineers during the first three months of this year. It is rumored that the parties who own the concession of the Pekin-Hankau Railway are bringing all possible pressure to bear on the Pekin Government to have the Canton-Hankau Railway concession revert to them. If they succeed, they will have the concession for a railway from Pekin to Canton, a distance of 1,600 miles, through the heart of China, the route taking in much of the richest soil and passing through a region where there is an abundance of coal, iron, and other minerals.

#### NEW LINES OF STEAMERS.

Twelve steamers are being built in Europe for the carrying trade of the Yangtze. There will be two new lines of steamers operated by

German firms between here and Shanghai, and a line by the Japanese in addition to the one they already have. The Germans will also put on two 17-knot boats to run from here to Chungking, about 850 miles up the river from this point. No steamer has ever made the trip from Ichang to Chungking through the gorges, as the current is very strong and the rapids are shallow during low water.

Two of the German boats are being constructed for these special exigencies of navigation. If they succeed, it will open a large field for trade. Thousands of junks are engaged in this business, making three or four trips a year, and employing from 20 to 100 trackers per junk to tow them upstream; and the trip of 460 miles takes from thirty to forty-five days.

#### INLAND NAVIGATION.

The promulgation of the decree by the Government last year opening the inland waters to foreign traffic, from which so much was expected in developing trade in the interior of China, has not given the results that were anticipated by the foreign commercial interests doing business in this country.

Of the few hundred steam launches that were built to engage in this traffic, scarcely any of them are owned by foreigners, and hardly a dollar has been expended by the latter in developing this trade. No doubt, the result will be beneficial in the future, when the *likin* (taxes) and transit passes are abolished.

#### NEW PORT OPENED.

Yo-Chow, a city of 15,000 to 20,000 population, situated at the mouth of the Tong-Ting Lake, where it empties into the Yangtze River 100 miles up from Hankau, has been opened to foreign commerce, with port at Chinglin. Through this outlet passes the large trade of the antiforeign and wealthy province of Hunan. The trade adds nothing to the prosperity of Yo-Chow, but only passes through, paying inward and outward taxes.

The province of Hunan has been to foreign commerce what Thibet is to the explorer—a forbidden land; and it is invested with all the charms of the unknown. The local trade of the city of Yo-Chow is of no great importance, and it is not likely there will be much development even after it has been opened to foreign residents. It is as the gateway of Hunan that the port will obtain importance. Yo-Chow has no harbor for the protection of shipping, and for this reason the port has been opened at Chinglin, 5 miles to the north, where needed shelter is given and good anchorage found for steamers. The Government has set aside land for a cosmopolitan settlement.

L. S. WILCOX, *Consul*.

HANKAU, *October 19, 1899.*

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#### SHANGHAI.

I have to report a most gratifying increase in imports of American cotton goods into Shanghai during the first half of 1899, as compared with the same period of preceding years. Drills and jeans are 35 per

cent more than in the first half of 1898, and sheetings have increased 110 per cent. I can not give the cause more clearly and concisely than by quoting from the excellent summary of the trade of 1898 by F. E. Taylor, statistical secretary of the Imperial maritime customs:

Manchester can no longer compete with the United States in the importation of drills, jeans, and sheetings, owing to the lower prices at which the latter country can land this class of goods in China. In these heavy makes, which use up a large quantity of cotton without demanding such delicate machinery and highly skilled labor as are required for finer goods, such as shirtings, the freight on the raw cotton to England makes an appreciable difference in the cost of production. Freight from New York are lower than from Liverpool. The goods pass through fewer hands in America. Prices are also influenced by the fact that, while American manufacturers are using every effort to secure the market here, Manchester has more orders at present than can be immediately executed, and the large demand from India keeps the mills fully employed. America does not yet compete with Great Britain in finer makes.

I give below a table showing the imports of cotton goods into Shanghai for the first half of 1896, 1897, 1898, and 1899, comparing the imports of American cottons with the imports from other countries. I also annex a table showing the imports of these goods into Tientsin, Niuchwang, and Chefoo for the same periods. As the cotton goods are delivered from Shanghai to the above-named cities for consumption in the provinces adjacent thereto, it is important to note that practically all our sheetings and the bulk of our jeans and drills are consumed in the provinces adjacent to the Gulf of Chihli. These provinces are Shantung (now in the German sphere of influence), Shingking, and Mongolia (now in the Russian sphere of influence), and Chihli (the province that includes Peking and Tientsin). Should these provinces pass entirely out of Chinese control, the question of equality of trade conditions would be a most important one to our producers of cotton goods. Our trade in the lighter weight cotton goods, extensively used south and west of Shanghai and in the Yangtze Valley, does not increase.

The importation of American kerosene shows a falling off from 1898. The importation of Sumatran oil also is less, while Russian oil has largely increased. The price of American kerosene is now 27 cents (Mexican) per gallon, as compared with 20 cents (Mexican) in 1898. The Russian cheaper oil has been so much in demand that the Standard Oil Company has imported four cargoes of Russian oil, which it has sold during this half year. I give below a table showing imports in this line.

Of flour, 5,546,533 pounds were imported into Shanghai in the first half of 1899, as compared with 3,881,200 pounds in the same period of 1898. The table following gives part of this as being from Hongkong and Japan. It is all, however, originally from the United States. By the system in vogue in the Chinese customs, all imports are credited to the country from which the ship sails bringing them. By this method, any product of the United States shipped by the Canadian Pacific line from Vancouver is credited to British America. If a product of the United States is shipped to Japan or Hongkong, and thence shipped to China, it is credited to Japan or Hongkong. By this means, the amount of imports from the United States is minimized by the customs reports, and imports from Hongkong (a British port) and British America are largely magnified. The injustice of this has been pointed out to the customs officials, and they have been asked to add a column showing country of origin to the blank of application



for import permit; but the present form, adopted thirty years ago, has become by habit and custom so fixed as the familiar, and therefore proper, form, that apparently no argument for a change can be favorably considered.

Exports from China to the United States are larger in the first half of 1899 than in the same period of 1898, as shown below, silk and tea showing the larger part of the increase. There is a determined effort on the part of the Chinese officials in the Pingsuey districts to improve the quality of that tea offered for export,<sup>1</sup> and an appreciable change for the better is noted.

JOHN GOODNOW,  
*Consul-General.*

SHANGHAI, *August 31, 1899.*

*Imports of cotton goods into Shanghai.*

Kind.	First half of—			
	1896.	1897.	1898.	1899.
Drills:	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
American .....	409,085	574,891	596,216	828,246
Other .....	158,170	69,841	70,784	64,924
Jeans:				
American .....	28,500	30,000	42,002	56,800
Other .....	108,253	84,882	109,452	53,941
Sheetings:				
American .....	663,625	1,347,108	1,008,980	2,136,887
Other .....	732,955	366,571	300,431	498,546

*Ports of consumption of cotton goods (American).*

Kinds.	First half of—			
	1896.	1897.	1898.	1899.
Drills:	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
Chefoo .....	34,031	47,845	56,067	58,924
Newchwang .....	79,779	98,265	52,975	284,235
Tientsin .....	108,577	183,190	217,340	278,829
Total .....	222,387	328,300	326,352	566,988
Shanghai .....	409,085	574,891	596,216	828,246
Jeans:				
Chefoo .....	1,180	2,380	2,720	5,070
Tientsin .....	14,860	21,270	22,448	30,755
Total .....	16,040	23,650	25,168	35,825
Shanghai .....	28,500	30,000	42,002	56,800
Sheetings:				
Chefoo .....	90,515	211,555	230,180	235,621
Newchwang .....	181,625	272,012	212,085	554,385
Tientsin .....	434,717	644,188	908,238	1,061,380
Total .....	706,857	1,127,755	1,350,453	1,851,386
Shanghai .....	663,625	1,347,108	1,008,980	2,136,887

<sup>1</sup> See Advance Sheets of Consular Reports, No. 556, October 18, 1899; Consular Reports No. 230, November, 1899.

*Kerosene imported into Shanghai.*

Kind.	First half of—			
	1896.	1897.	1898.	1899.
American .....	<i>Gallons.</i> 11,199,000	<i>Gallons.</i> 14,555,000	<i>Gallons.</i> 22,080,100	<i>Gallons.</i> 15,227,368
Russian and Dutch .....	4,869,985	14,445,235	12,491,063	13,617,710

*Flour imported into Shanghai.*

From—		Jan. 1 to June 30, 1898.	Jan. 1 to June 30, 1899.
United States .....	(piculs ... pounds ...	15,709 2,094,583½	24,680 3,288,000
Hongkong .....	(piculs ... pounds ...	12,149 1,619,966½	15,574 2,076,583½
Japan .....	(piculs ... pounds ...	1,101 146,900	1,865 182,000
British America .....	(piculs ... pounds ...	150 20,000	.....
Total .....	(piculs ... pounds ...	29,109 3,881,200	41,599 5,546,583½
Valued for import .....	(haikwan taels ... United States currency ...	119,689 \$38,080	143,121 \$108,119

*Value of exports from Shanghai to the United States.*

Kind.	January 1 to June 30.		Kind.	January 1 to June 30.	
	1898.	1899.		1898.	1899.
Bristles .....	\$1,772.83	\$18,850.80	Silk .....	\$2,410,171.88	\$2,651,842.35
Cowhides .....	308,449.51	626,641.94	Straw braid .....	224,767.33	136,903.51
Chinese clothing .....	22,163.00	4,760.11	Skins .....	69,265.74	97,444.08
Feathers .....	17,571.74	3,404.42	Tea .....	267,294.69	413,818.84
Furs .....	63,730.88	25,566.47	Wool .....	374,860.72	258,354.67
Goatskins .....	929,373.96	821,884.27	Sundries .....	64,051.42	47,989.01
Musk .....	32,459.85	30,160.08	Total .....	4,788,516.88	5,185,628.67
Porcelain .....	200.65	.....			
Rugs .....	7,382.68	2,568.12			

*SHANGHAI EXPORTS IN 1899.*

Consul-General Goodnow sends from Shanghai, January 11, 1900, statistics of export of the leading articles from that port for the six months ended December 31, 1899, as follows:

*Shanghai exports, July 1 to December 31, 1899.*

Articles.	Piculs.	Pounds.	Articles.	Piculs.	Pounds.
Waste silk .....	45,186	6,024,800	China grass .....	45,229	6,080,538
Cocoons .....	6,678	990,400	Feathers .....	9,963	1,328,138
Wool, sheep's .....	133,723	17,829,733			
Hair, goat's .....	3,613	481,733			
Hair, camel's .....	15,294	2,039,200	Goatskins, untanned ...	<i>Pieces.</i> 1,507,292	.....
Hides .....	48,541	6,472,138	Goat, sheep, and fancy skin rugs .....	764,312	.....
Cotton .....	126,541	16,872,133			

The chief markets were: America, for sheep's wool, 16,822,266 pounds, and untanned goatskins, 1,017,046 pieces; Antwerp, for china grass, 629,200 pounds; Genoa, for hides, 407,066 pounds; Japan, for

cotton, 16,387,333 pounds; London, for untanned goatskins, 397,832 pieces; goat, sheep, and fancy skin rugs, 350,710 pieces, and camel's hair, 2,039,200 pounds; Manchester, for waste silk, 767,733 pounds; Marseilles, for waste silk, 3,511,200 pounds; Smyrna, for hides, 357,333 pounds.

## TIENTSIN.

Pursuant to instructions of Department of State, dated July 10, 1899, I herewith transmit a report of the commerce and industry of this consular district for the six months ended June 30, 1899, including the latest statistics obtainable at this time. I also include a résumé published by the commissioner of customs of this port, relating to the trade of Tientsin for the year 1898:

### RÉSUMÉ.

*Local.*—Though no steamer has been able to reach the bund during the year, the trade of Tientsin shows a considerable advance, the net value having aggregated 63,000,000 taels (\$43,722,000), a higher level than that attained by any treaty port, Shanghai excepted, and 14½ per cent above 1897. It has scarcely, however, been profitable. Exchange has been subject to less fluctuation, but during the last half year ruled high. This condition of things, reenforced as it was by continued appreciation of copper cash, the standard medium of currency, facilitated the sale of foreign goods, but increased the laying-down cost of exports, which are estimated to have shown a loss of fully 1,000,000 taels (\$694,000) to native middlemen, owing, chiefly, to the fictitious hopes created by the high prices paid, in the early part of 1897, for produce for shipment to the United States before the Dingley tariff came into operation, supplies in excess of all possible demand were contracted for at speculative values, and had to be disposed of at a sacrifice, while the large stocks, still on hand, are likely to realize further heavy losses. Signs of prosperity are, however, not wanting. Houses and godowns are being rapidly built on the British extra concession. The German concession has been raised and is being occupied, and permission has been granted by the local authorities for the erection, at Taku, of bulk-oil tanks.

A fund of 250,000 taels (\$173,500) has been raised to carry out the river improvement scheme alluded to in previous reports, and every effort is being made to push on the work with all possible rapidity.

*Revenue.*—The total collection was 1,016,412 haikwan taels (\$705,390), an increase of 43,000 taels (\$29,842) over 1897. It should, however, be remembered that foreign goods can, at option, pay either on first arrival at Shanghai or here. Did all foreign goods imported pay here, the collection would amount to close on 2,000,000 taels (\$1,388,000), and Tientsin would rank as the third revenue-raising port in China.

*Foreign trade—imports.*—The net value aggregated 32,600,000 taels (\$22,624,400), or 2,400,000 taels (\$1,665,600) over that of 1897. Cotton piece goods show an advance in value from 14,750,000 to 16,000,000 taels (\$10,263,500 to \$11,104,000), the whole of which is practically due to increased receipts of American makes, which now represent about one-half the value of this branch of the trade. Gray shirtings (1,324,596 pieces) show an increase of 150,000 pieces; white shirtings (577,136 pieces), of 50,000 pieces; T-cloths (241,776 pieces), a decline of 130,000 pieces; English sheetings (42,488 pieces), of 43,000 pieces; jeans and twills (156,408 pieces), of 53,000 pieces; cotton lastings (152,042 pieces), of 27,000 pieces; and chintzes (205,743 pieces), of 96,000 pieces. American drills have risen from 554,155 to 698,285 pieces, and American sheetings from 1,259,908 to 1,787,780 pieces. It is interesting to compare with these figures the import in 1882, which represented 168,975 pieces of drills and 368,465 pieces of sheetings, and in 1891, which represented 350,620 pieces of drills and 1,153,039 pieces of sheetings. Imports of yarn have increased 100,000 piculs (13,333,333 pounds), English having risen from 8,821 to 17,160 piculs (1,176,133 pounds to 2,288,000 pounds), Indian from 101,797 to 155,671 piculs (13,572,933 to 20,756,133 pounds), and Japanese from 52,426 to 90,831 piculs (7,023,466 to 12,110,800 pounds), while receipts of Shanghai yarn have more than doubled. American kerosene fell from 4,560,500 to 3,743,800 gallons, and Russian from 5,208,380 to 2,405,000 gallons, while Langkat rose from 120,000 to 1,593,000 gallons. In sugar, demand—reversing the experience of 1897—has run mainly on the costlier qualities, brown

having fallen from 275,928 to 170,879 piculs (36,690,400 pounds to 22,783,866 pounds), while white has risen from 13,925 to 24,420 piculs (1,856,666 pounds to 3,256,000 pounds), and refined from 110,211 to 132,519 piculs (14,694,800 pounds to 17,669,200 pounds). Receipts of Japan matches (2,355,804 gross) have more than doubled, while those of needles (481,259 mille) have declined more than 50 per cent.

*Exports and reexports.*—Direct shipments abroad are too trifling to merit comment, commodities for Europe and America being forwarded via Shanghai. The reexports consist almost entirely of black tea, brick tea, and tablet tea from Hankan for transport overland to Russia. Black tea has risen from 118,000 to 187,000 piculs (15,733,333 to 24,933,333 pounds), while brick tea has fallen from 408,000 to 372,000 piculs (54,066,666 to 49,600,000 pounds).

*Coast trade.*—Original shipments coastwise, valued at 11,500,000 taels (\$7,981,000), show an increase of over a million taels (\$694,000). Bristles (for London), which come from Manchuria, have, now that things have settled down after the war, been procurable in increased quantities, and exports have risen from 10,201 piculs (1,360,133 pounds), value 338,430 haikwan taels (\$234,870) to 13,053 piculs (1,740,400 pounds), value 529,477 haikwan taels (\$367,457). Sheepskin rugs (for Europe) show no change, but goat skin rugs (also for Europe) have risen from 624,015 to 759,276 pieces. Goat and lamb skins (for Europe) both show a decline, rugs having been more patronized this year than skins. Straw braid (for Europe and America) continues to decline, the white having receded from 21,663 to 17,661 piculs (2,888,400 to 2,354,800 pounds), and the mottled from 20,623 to 12,544 piculs (2,749,733 to 1,672,533 pounds). Camel's wool (for Europe) has declined from 22,640 to 17,306 piculs (3,018,666 to 2,307,466 pounds), and sheep's wool (for America) from 188,063 to 97,579 piculs (25,075,066 to 13,010,533 pounds). The fall in sheep's wool is due mainly to excessive exports in 1897 and to stagnation in business, owing to the war between the United States and Spain. But no sooner has a trade been built up than carelessness and fraud on the part of the Chinese destroy it. These faults largely contributed to the ruination of the tea trade. Unevenness of plaiting and the use of damaged or stained straws are destroying that in straw braid and driving orders to Japan. In sheep's wool received here, frequently over 50 per cent is found to consist of mud to make good the weight of pilferings en route, and in camel's wool nearly 50 per cent. When transport charges and inland duties have to be paid on so large a ratio of mud, and it is borne in mind that the addition of such extraneous matter seriously injures the staple, it will be easily understood that the Chinese are deliberately depriving themselves of the advantages of a cheap market, and rendering it impossible for their produce to compete with that of countries in which such malpractices do not exist. An unimportant yet interesting item in the shipment of 7,415 cattles (9,880 pounds) of squirrel tails, valued here at 22,616 haikwan taels, (\$17,033) say £3,500. This weight represents nearly 8,000,000 taels, which are now selling in London at 3d. (6 cents) each, a price which would give £100,000 (\$486,650) for the entire shipment. A handsome profit is being realized by some one, but how long can the forests support such wholesale slaughter? Among the articles exported for native use, ground nuts have risen from 368,222 to 792,461 piculs (49,096,266 to 105,661,466 pounds), value 1,521,915 haikwan taels (\$1,056,209), and ground-nut oil from 25,128 to 74,632 piculs (3,350,400 to 9,950,933 pounds), value 377,657 haikwan taels (262,094). Successive failures of crops in Kwangtung and the substitution of mulberry trees in low-lying lands in that province for ground nuts have mainly promoted the extraordinary development of trade during the last two years in this commodity. The oil is required to meet the demands of a new trade started in Kwangtung, that of tinning meat and fish for shipment to Singapore, Manila, and California, for the use of Chinese emigrants in those countries. The margin of profit is, however, so small that it seems doubtful whether the trade in these articles here has much future. Coal, medicines, and samshu all show steady increases. Arrivals coastwise are valued at 28,500,000 taels (19,799,000), an increase of nearly 5,000,000 (\$3,480,000), which is largely due to a rise in prices. Yarn produced by the steam factories of Shanghai shows, however, a substantial increase, imports having risen from 23,084 to 54,036 piculs (3,077,866 to 7,204,800 pounds), and in value from 3,500,000 to 5,000,000 taels (\$2,429,000 to \$3,470,000), mainly due to the fact that transit passes for this article are now issued free of charge.

*Shipping.*—Steamers entered and cleared aggregated 1,446 and 1,346,582 tons, an increase over 1897 of 13 vessels and 37,000 tons. Sailing vessels increased from 17,356 to 30,534 tons.

*Treasure.*—Net exports of gold represent a value of 3,937,000 haikwan taels (\$2,732,278), about a million (\$694,000) more than in 1897, but net exports of silver amounted to only 755,000 haikwan taels (\$523,970), against 3,381,000 haikwan taels (\$2,498,559) in 1897.

*Miscellaneous.*—The Pieyang arsenal mint has during the year struck silver coins to the value of \$3,030,950, namely: Dollars, 2,800,000; half dollars, 176,000; 20-cent pieces, 350,000; 10-cent pieces, 614,000; and 5-cent pieces, 231,000. It has also cast 580,000,000 small copper cash.

In 1883 to 1885, the *haikwan* tael exchanged for 3,286 *Tientsin* small cash. Then the rate fell steadily till in 1889 and 1890, it touched 3,074, rising, however, again to 3,286 in 1891. Since then, the annual average has been: 1892, 3,263; 1893, 3,155; 1894, 3,057; 1895, 2,918; 1896, 2,730; 1897, 2,625; 1898, 2,512, and still falling. The explanation of this has yet to be found. That usually given by the Chinese is that, as the value of silver has fallen while that of copper has risen, the intrinsic value of the cash exceeds its currency value, and that a profit is therefore realized by melting. That this is not the true explanation seems to be shown by the fact that over 70,000 taels worth of cash have been imported here this year from Hongkong. Cash would not have been sent if they were not more valuable at *Tientsin* than at Hongkong, and if it pays to melt them down the profits would have been greater in south China than after freight had been paid to the extreme north \* \* \*

The values of imports on landing and of exports on shipment are shown below. These figures show a balance of trade against *Tientsin* of 33,500,000 taels (\$23,249,000), and after allowing for shipments of bullion of over 28,500,000 taels (\$19,779,000). From this sum should, however, be deducted the value of tribute rice, which is merely a remittance in kind of provincial revenue, say, 3,750,000 taels (\$2,602,500), as well as railway, telegraph, and other materials utilized in profit-rendering undertakings, say 5,500,000 taels (\$3,817,000). Still, a debit of over 19,250,000 taels (\$13,359,500) remains, and this may be taken as the approximate annual average for some years past. Such a drain long continued would mean bankruptcy, yet the steadily increasing volume of imports indicates prosperity, not ruin. How, then, are these imports paid for? Examination of the statistics shows that prior to the famine year of 1893, the value of exports plus the excess of exports over imports of bullion remained an approximately constant quantity, and that the same has been the case since the Japanese war, and that as the value of exports has risen the export of bullion tends to fall. The conclusion, then, is that there is available for the payment of imports an annually increasing sum, which represents the profit on inland trade not passing through this office.

	Halkwan taels.	United States currency.
Net foreign imports, market value.....	32,579,514	\$22,610,188
Net native imports, market value.....	18,390,960	12,768,319
Net imports.....	50,970,464	35,378,502
Deduct duty and <i>likin</i> paid at <i>Tientsin</i> .....	518,219	359,644
Net imports, less duty.....	50,452,245	35,018,858
Deduct 7 per cent for importers' profit, etc.....	3,581,667	2,450,970
Imports, value at moment of landing.....	46,920,588	32,562,888
<hr/>		
	Halkwan taels.	United States currency.
Original exports, market value.....	12,068,684	\$8,898,017
Add duty paid at <i>Tientsin</i> .....	471,841	327,468
Exports, plus duty.....	12,565,525	8,720,475
Add 8 per cent on market value for exporters' profit, etc.....	967,496	671,442
Exports, value at moment of shipment.....	13,583,020	9,391,917

## SHIPPING.

*Number and tonnage of vessels entered and cleared under each flag for the half year ended June 30, 1899.*

Flag.	Inward.		Cleared.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Steamers:						
British .....	121	117,602	120	102,124	241	219,726
German .....	20	15,467	20	11,705	40	27,172
Chinese .....	196	164,852	196	138,526	392	303,378
Japanese .....	27	23,060	27	10,008	54	33,068
Norwegian .....	4	3,396	4	3,396	8	6,792
Total .....	368	324,377	367	265,759	735	590,136
Sailing vessels:						
British .....	5	4,226	3	1,406	8	5,631
German .....	1	447	1	447	2	894
American .....	6	3,181	5	2,440	11	5,621
Total .....	12	7,854	9	4,292	21	12,146

This is rather a poor showing for our merchant marine. In the seventies, seven-eighths of the traffic on this coast was handled by Russell & Co., an American firm of vast resources. The older members retired with great fortunes, but their successors met with many misfortunes, and finally went down with the fall in the price of silver.

## AMERICAN CITIZENS.

There are in Tientsin 110 American citizens, and within the consular district 292, as per census of January 1, 1899, the greater number, of course, being missionaries.

## BANKS.

The Hongkong and Shanghai Banking Company, head office at Hongkong, with a paid-up capital and reserve fund aggregating \$21,000,000; the Deutsche Asiatic Bank, head office in Berlin, with a capital of 5,000,000 taels; the chartered Bank of India, Australia, and China, with a paid-up capital and reserve fund aggregating £1,300,000; the Russo-Chinese Bank, head office at St. Petersburg (established by imperial decree), with a paid-up capital of £1,200,000; the Imperial Bank of China (also established by imperial decree), with a paid-up capital of 2,500,000 taels, and the Yokohama specie bank of Japan, with a paid-up capital and reserve fund aggregating 20,000,000 yen. Each have branch establishments in Tientsin. They seem to have plenty of money for all demands. On notes or overdrafts, the borrower pays interest at the rate of 7 per cent. These banks allow interest on current accounts at the rate of 2 per cent, and from 4 to 5 per cent on fixed deposits. The stock of each, when on the market, sells at a high premium. Shares of the Hongkong and Shanghai Bank recently sold at \$346 premium. Their system of exchange results in extremely large profits and is as changeless as the day. I have paid as high as 7 per cent premium for a draft on Shanghai, while at another time I actually received a small premium. Accounts are usually kept in taels, though if I present a check for taels they can not pay me in taels, because there is no such coin. I am therefore compelled to take my pay in

silver or Mexican dollars. At the present time a Mexican or silver dollar is worth to me, if I am buying from the bank, 70.4 tael cents, but should I have silver dollars and want a draft I would only be allowed 70 tael cents for each dollar. If I have dollars and want a gold draft, I am compelled first to buy taels at the bank selling rate, and with my tael paper pay an extra premium for the gold draft. The same process is followed in selling a gold draft. I am squeezed at both turns. Some time ago, a \$10 note issued by the head office at Shanghai was paid to me in fees. The branch bank here allowed only \$9.45 on it.

## CURRENCY.

From a recent publication called "The Decay of China" I find the following excellent treatise on Chinese currency:

The Chinese currency is on a silver basis, but it is, like most things celestial, subject to a series of anomalies, which render financial transactions extremely complicated. The unit of value is an ounce of refined silver, which is spoken of as a tael, but there is no such coin in existence, the term being used merely as a denomination of value. For purposes of exchange, the tael is made up of a certain number of copper coins known as cash, of which about 1,600 go to the tael, the exact number depending on the particular kind of tael employed and the relative appreciation of copper and silver. For while the tael represents a Chinese ounce of silver, the value of the definition is considerably lessened by the fact that there are at least four different ounces known to Chinese traders. Thus, there is the treasury ounce, which may be taken as the normal weight; the commercial ounce, which is not constant but varies somewhat in different districts; the customs ounce, which is considerably heavier than the treasury standard; and the light ounce, of which 100 are recorded as 98. The treasury weight is only used in dealing with the Government; house rent is by custom paid in the light ounce; while mercantile transactions are carried on with the commercial ounce, of which the exact value is not always known.

The only coins minted to any considerable extent are cash, small copper coins, of which each has a hole in the center so as to admit of its being threaded on a string, and these are usually passed from hand to hand tied up in bunches of a hundred. Taken at its face value, the cash may be said to run 11 to the half-penny, but owing to the fact that an appreciation of copper has of late years taken place in China, the relation of the cash to the tael does not always follow the market value of silver.

The form in which silver passes current throughout China is the sycee, a solid chunk of silver of varying purity, cast in the form of a shoe, and weighing about 50 ounces. These sycees are not issued by the Government, but by private refiners, who stamp them with their names. These sycees or "shoes" are either passed whole or, when the payment to be made is trifling, they are cut into smaller pieces and taken at value indicated by the weight, the basis of calculation being 1 ounce equals 1 tael.

In large transactions, the particular sort of ounce is always specified. In 1890, an imperial decree was issued legalizing throughout the country the silver dollar coined at the new Canton mint, but the output has been small, and the bulk of the silver coinage in China consists of Mexican dollars, which are accepted in payment at the treaty ports. Bank notes have long been issued by the Chinese and are issued by private firms and bankers, but they have not yet obviated the necessity of carrying one's money in the form of strings of cash, which in the case of a lengthy journey frequently form the heaviest portion of the traveler's impediment. The arrangements for the transmission of money from one part of the country to another are intrusted to exchange banks, which are almost all in the hands of men of the Shansi Province, who excel in this business. They have worked out among themselves a very high commercial morality by centuries of rigorous domestic discipline. An average exchange bank would lend to business houses on personal security about 200,000 taels, on which it would receive 10 to 12 per cent per annum. This is security given to the public that the bank can meet its drafts. A piece-goods merchant with ample resources would have to give for such an advance from 7 to 12 per cent per annum, according to the state of the money market.

A curious feature in this system of banking is these exchange banks do not care to receive deposits from the public, as this would damage their credit. They employ agents, who are always about the business quarter inquiring into the proceedings of

their customers so as to gauge their credit. When they want money, they sell their bills on other places. They are often intrusted with money by the officials, sometimes Government, but usually private funds, and on this they give, more or less as a favor, 5 to 6 per cent per annum. They do not lend money on land or houses, but they lend to local banks that advance it in trade on personal security. When the merchants in the foreign import trade get in their debt, as on the three settling days, they buy bank drafts on Shanghai. They send around to two or three banks with which the firm in question do business and inquire their rate. When a retail shopkeeper has gathered enough cash, he buys a shoe of silver and takes it at once to the merchant to reduce his indebtedness and save interest. Very little money is lying idle in business, but there is some hoarding of silver among the country squires and farming class.

The most curious feature in this system of banking is that there are no advances against goods, but only on personal security. The only instance of an advance against goods I heard of was in Szechuan, at Chiatingfu, where an owner sometimes deposits insect wax in the house of a man who advances against it; but this is a clumsy transaction, only applicable to goods of fixed and high value.

#### COST OF LIVING.

The cost of living in Tientsin has increased wonderfully in the last few years. This is largely due to the depreciation in currency. Formerly a chicken cost 10 cents; now we have to pay from 20 to 30 cents. Beef and mutton have increased in like manner. Chinese pork is never eaten by the foreigner. Formerly we could get 1,600 cash for a tael; now we get but 1,000. The prices of vegetables, meats, poultry, and all other Chinese products are paid in copper cash. Groceries are imported from the United States and Europe, and owing to the high freights and large profits of merchants here, cost double the prices in San Francisco. We pay 50 cents per pound for very inferior hams and bacon. Very poor (firkin) butter is retailed at 65 cents per pound; cheese retails at from 45 cents to \$1.50 per pound. All canned goods, dried fruits, and other provisions sell at double the prices paid at home. The only consolation lies in the fact that perhaps two-thirds of the food products now come from America. Three years ago, only a small fraction came from our ports.

#### EXPORTS.

The principal exports to foreign countries and Chinese ports for the half year ended June 30, as compared with the same periods of the previous year, are as follows:

Description.		1908.	1899.
Almonds .....	{ piculs ...	3, 740	2, 186
	{ pounds .....	498, 666	291, 466
Beans and pease .....	{ piculs ...	77, 476	1, 982
	{ pounds .....	10, 380, 183	264, 266
Bristles .....	{ piculs ...	4, 860	4, 090
	{ pounds .....	648, 000	545, 383
Coal .....	{ tons .....	91, 525	84, 651
Dates .....	{ piculs ...	9, 202	5, 580
	{ pounds .....	1, 226, 983	787, 333
Ground nuts .....	{ piculs ...	381, 137	379, 665
	{ pounds .....	50, 818, 266	50, 622, 000
Horse hair .....	{ piculs ...	2, 123	2, 705
	{ pounds .....	283, 066	360, 666
Hats, straw .....	{ pieces .....	188, 580	181, 050
Medicines, value .....	{ hankwan taels ..	243, 626	209, 147
	{ dollars .....	166, 864	150, 168
Rhubarb .....	{ piculs ...	892	340
	{ pounds .....	118, 983	45, 333
Shoes and boots of silk and cotton .....	{ pairs .....	22, 482	15, 700
Skins:			
For clothing .....	{ pieces .....	34, 373	26, 746
Rugs—			
Goat .....	{ do .....	200, 064	205, 168
Sheep .....	{ do .....	25, 889	3, 873



*Exports—Continued.*

Description.		1898.	1899.
Skins—Continued.			
Goat, untanned .....	pieces..	1,145,946	1,385,917
Soda .....	piculs ..	9,216	17,448
	pounds..	1,222,800	2,326,400
Straw braid .....	piculs ..	14,333	11,507
	pounds..	1,911,066	1,584,266
Walnuts .....	piculs ..	939	1,898
	pounds..	125,200	186,733
Wool:			
Camels' .....	piculs ..	6,301	25,458
	pounds..	840,133	3,394,400
Goats' .....	piculs ..	2,429	979
	pounds..	323,866	130,583
Sheep's .....	piculs ..	52,230	83,255
	pounds..	6,964,000	11,100,666

The exports from Tientsin to the United States during the years 1896, 1897, and 1898, were as follows:

Description of goods.	First quarter 1896.	Second quarter 1896.	Third quarter 1896.	Fourth quarter 1896.
	<i>Tientsin taels.</i>	<i>Tientsin taels.</i>	<i>Tientsin taels.</i>	<i>Tientsin taels.</i>
Bristles .....		64,937.50	28,265.35	35,827.43
Carpets (camels' wool) .....			2,909.20	427.57
Curios, porcelain, and embroideries .....		3,018.78	586.43	
Horse hair and manes .....	689.89	2,025.18	1,881.80	1,760.52
Hides .....		2,624.41	2,989.72	
Intestines .....		1,353.23	2,300.00	14,714.72
Miscellaneous .....	2,542.09	424.41	3,746.28	
Skins and furs .....	72,918.46	117,112.81	74,812.96	97,512.29
Straw braid .....	12,311.02	75,680.77	144,729.75	51,060.98
Wool, sheep's .....	405,667.80	275,856.78	118,284.64	343,784.04
Total .....	494,124.26	543,085.37	879,806.18	545,087.55
Total, United States gold at Government exchange .....	\$337,980.99	\$371,436.19	\$257,687.39	\$372,833.81

Description of goods.	Total, 1896.	Total, 1897.	Total, 1896.
	<i>Tientsin taels.</i>	<i>Tientsin taels.</i>	<i>Tientsin taels.</i>
Bristles .....	129,030.28	128,772.86	60,662.29
Carpets (camels' wool) .....	2,736.77		
Curios, porcelain, and embroideries .....	3,555.21	1,125.12	17,100.88
Feathers and down .....		7,363.77	7,800.39
Horse hair and manes .....	6,307.39	3,023.60	
Hides .....	5,614.13	943.78	
Intestines .....	18,367.95	27,728.28	14,804.45
Miscellaneous .....	6,712.78	3,773.20	2,062.78
Personal effects .....		4,945.00	
Skins and furs .....	362,350.92	250,007.67	25,249.43
Straw braid .....	283,782.52	216,496.05	148,850.56
Wool:			
Camels' .....			14,725.00
Sheep's .....	1,143,595.26	2,504,744.07	921,923.81
Total .....	1,962,058.21	3,157,983.42	1,213,179.54
Total, United States gold at Government exchange .....	\$1,342,044.39	\$2,182,827.76	\$635,411.28

## EXPORT DUTIES.

The following principal articles of export to the United States are subject to export duty: Curios, bristles, feathers, carpets, rugs, horse hair, hides, intestines, goatskins, goatskin rugs, goatskins (tanned), and goatskins (untanned), 5 per cent ad valorem; sable skins and tiger skins, 10 cents gold each; straw braid, 41 cents gold per picul;<sup>1</sup> camel's wool, 5 per cent ad valorem; sheep's wool, 24 cents gold per picul; porcelain, fine, 50 cents gold per picul; porcelain, coarse, 39 cent gold per picul.

<sup>1</sup> 1 picul equals 133½ pounds.

As will be seen, there has been an important export of wool to the United States during the year. The native holders have pluckily carried their stocks, hoping for better prices, but the American buyers were not at all disposed to consider business except with concessions, which they generally got by waiting, and in the latter part of the year a falling exchange has helped matters by giving gold a greater purchasing power as silver declined. One of the things that has affected the price of low-grade wool very adversely for some time past is the low price of cross-bred wool from South America, New Zealand, and Australia. This description of sheep has increased at a rapid rate of late years, not for the sake of the wool, but for the mutton. This lower grade of wool is now used largely by the manufacturers of carpets, and consequently comes in sharp competition with Mongolian wools.

There has been a slight demand from the United States for China hides, but the supply is unimportant. With the extension of railways, there will be a development in all classes of export. The wonder is that with such difficult interior transportation, as much produce finds its way to the ports as at present. Straw braid in Tientsin is becoming less a factor than formerly, as the dealers consider that they can get better prices in Shanghai. They ask prohibitive prices here, and are often forced to accept lower ones in Shanghai, but there is the element of chance in trying the larger market which appeals to a native.

Furs, skins, and bristles are more largely shipped to the London sales, which are attended by the American buyers, who prefer to buy second hand, as by so doing they get exactly what they want. If they import direct from here, they have to take the indifferent cargo with the good, and our buyers have not yet gone into the matter of finding a market for that which their particular trade rejects, and it seems to pay them better to give a London middleman a good profit than to get out of the rut.

#### IMPORTS.

Comparing the aggregate imports for all of China for the year 1897 with those of 1898, we find much of interest. The imports from the United States increased some 5,000,000 taels (\$3,470,000), while the exports to the United States decreased by a similar amount, making the balance of trade in our favor nearly 10,000,000 taels (\$6,940,000). The imports from Great Britain decreased over 5,000,000 taels (\$3,470,000), and the exports to Great Britain decreased over 2,000,000 taels (\$1,388,000). There are other interesting facts to be gleaned from the following comparative table:

*Value of trade by countries.*

Countries.	Imports.		Exports.	
	1897.	1898.	1897.	1898.
	<i>Haitkwan taels.a</i>	<i>Haitkwan taels.a</i>	<i>Haitkwan taels.a</i>	<i>Haitkwan taels.a</i>
Great Britain .....	40,015,587	84,962,474	12,945,229	10,715,952
United States .....	12,440,202	17,163,312	17,828,406	11,966,771
Continent of Europe, Russia excepted .....	8,565,807	9,397,792	25,878,118	26,929,114
Japan, excluding Formosa .....	17,564,284	22,581,812	15,882,084	15,168,149
All the Russias .....	8,442,449	1,754,006	16,410,489	17,798,307
Hongkong .....	90,125,887	97,214,017	60,402,228	62,083,512
All the rest of the world .....	35,120,678	80,877,601	18,410,206	14,430,815

<sup>a</sup> The average value of the tael for 1897 was 73.9 cents; for 1898, 69.4. See page 129 for figures in gold of the trade.

## IMPORTED INTO TIENTSIN.

The following carefully prepared comparative table shows the principal articles imported into Tientsin during the first half of the years 1896, 1897, 1898, and 1899:

Articles.	1896.	1897.	1898.	1899.
Opium.....	7,810,588	6,658,988	5,520,266	9,271,733
Shirtings:	54,829	49,942	41,402	69,588
Gray, plain.....	pieces.. 656,290	540,724	661,535	608,254
White.....	do... 828,008	312,206	228,851	409,286
Dyed.....	do... 82,148	49,144	18,461	20,997
Figured.....	do... 8,259	10,451	6,661	2,269
T cloths.....	do... 205,788	221,642	148,890	177,529
Drills:				
English.....	do... 5,888	15,097	4,670	12,990
Dutch.....	do... 11,585	20,010	21,286	10,635
American.....	do... 92,862	165,660	186,435	248,179
Jeans:				
English.....	do... 86,810	48,880	33,226	17,149
Dutch.....	do... 18,010	18,860	16,779	19,165
American.....	do... 14,890	21,270	22,448	30,756
Sheetings:				
English.....	do... 104,249	79,727	82,905	24,604
American.....	do... 484,717	644,188	908,238	1,061,890
Chintzes, plain cotton prints.....	do... 185,920	200,880	189,997	211,466
Twills.....	do... 3,141	2,774	520	8,776
Turkey-red cottons.....	do... 82,494	31,679	32,760	49,487
Cotton:				
Lastings, plain and figured.....	do... 66,006	105,594	98,169	69,836
Italians.....	do... 42,711	79,061	69,562	98,050
Lawns and muslins.....	do... 80,860	20,267	28,045	26,580
Handkerchiefs.....	dozen.. 58,617	48,535	22,889	39,203
Towels.....	do... 143,582	154,310	128,464	154,960
Cottonade.....	pieces.. 1,150	7,238	2,688	2,277
Spanish stripes.....	do... 7,462	8,105	7,488	10,916
Yarn:				
English.....	pieces.. 627,338	722,800	948,400	761,733
Indian.....	pieces.. 4,705	5,421	7,113	5,713
Woolen camlets, English.....	pieces.. 12,060,000	7,804,000	11,064,000	5,579,066
Lastings.....	do... 90,450	68,530	82,908	41,843
Kills.....	do... 2,200	1,440	900	2,090
Spanish stripes.....	do... 5,660	11,589	8,617	9,024
Kills.....	do... 1,680	2,360	1,920	2,400
Spanish stripes.....	do... 1,782	1,552	1,926	1,644
Iron:				
Nail rod.....	pieces.. 1,200,666	808,000	1,400,266	1,029,866
Bar.....	pieces.. 9,005	6,060	10,502	7,724
Old.....	pieces.. 1,389,066	889,733	1,029,866	1,493,800
Lead in pigs.....	pieces.. 10,418	6,678	10,380	10,791
Copper slabs.....	pieces.. 5,213,200	5,276,400	8,144,666	7,687,466
Brass buttons.....	pieces.. 89,099	39,573	61,065	57,656
Dyes, aniline, value.....	pieces.. 572,666	572,000	844,000	530,800
Steel.....	pieces.. 4,285	4,290	6,380	8,908
Glass, window.....	pieces.. 2,052,666	966,000	1,412,266	1,608,466
Matches.....	gross.. 15,395	7,395	10,502	12,028
Needles.....	gross.. 98,084	61,400	32,700	25,600
Oil, kerosene:				
American.....	gross.. 175,119	184,351	148,891	229,275
Russian.....	gross.. 2,052,666	966,000	1,400,266	1,608,466
Sumatran.....	gross.. 15,395	7,395	10,502	12,028
Glass, window.....	gross.. 8,467	8,979	10,049	62,946
Matches.....	gross.. 708,910	464,674	1,047,604	943,068
Needles.....	mille.. 694,150	615,650	320,573	517,410
Oil, kerosene:				
American.....	gallons.. 640,700	927,000	1,191,200	625,000
Russian.....	do... 628,000	1,963,700	662,000	1,556,000
Sumatran.....	do... 20,000	700	541,000	50,000
Seaweed.....	pieces.. 8,583,666	2,208,000	1,044,666	2,282,000
Sugar:	pieces.. 26,504	16,560	7,895	16,740
Brown.....	pieces.. 15,785,466	23,793,600	14,432,000	16,665,866
White.....	pieces.. 118,016	178,452	108,240	124,994
Refined.....	pieces.. 1,600,588	961,783	1,886,000	8,523,466
Oil, wood.....	pieces.. 12,004	7,213	10,020	26,426
Silk, piece goods.....	pieces.. 3,961,466	3,406,666	4,822,268	7,268,133
Oil, wood.....	pieces.. 29,711	25,560	32,422	54,511
Silk, piece goods.....	pieces.. 955,466	840,666	2,160,183	2,287,466
Silk, piece goods.....	pieces.. 7,166	6,305	16,301	17,156
Silk, piece goods.....	pieces.. 778	690	898	866

## DUTY-FREE GOODS.

Gold and silver bullion, foreign coins, flour, Indian meal, sago, biscuit, preserved meats and vegetables, cheese, butter, confectionery, foreign clothing, jewelry, plated ware, perfumery, soap of all kinds, charcoal, firewood, candles (foreign), tobacco (foreign), cigars (foreign), wine, beer, spirits, household stores, ships' stores, personal baggage stationery, carpeting, druggeting, cutlery, foreign medicines, glass and crystal ware are free.

## IMPORT DUTIES.

The tariff on imports is exceedingly light, averaging 5 per cent ad valorem.

## FIREARMS.

Within the past three months, German firms have sold to the Chinese Government some 200,000 stand of firearms, with accompanying munitions of war. The prices paid and patterns furnished have not been made public, but it is reported that the guns are very inferior in quality. Evidently, our gun manufacturers have not felt it worth while to keep an eye open in China.

## LUMBER.

The importation of lumber from the United States this year has doubled that of 1898, owing largely to the improvements at Niu-chwang, Port Arthur, and other new treaty ports. The demand for 1900 will be unprecedented. The Russian railways will need cross-ties, bridge timber, etc. The wharves, tramways, breakwater, godowns, stations, and other improvements to be made at Chinwang-to, the new treaty port just opened near Shanhaikuan, alone, will need many cargoes. This port is located about 200 miles in a northeast direction from Tientsin, and within 4 or 5 miles from the railroad. When the breakwater and tramway are completed, the largest vessels will be able to land and discharge cargoes without lightering, it is claimed, at all seasons of the year. It will then be possible for our merchants to charter ships direct from foreign countries and save the annoyance, the delay, and petty grievance so often experienced at Shanghai, where cargoes are shifted from large to small vessels.

## BICYCLES.

Three years ago, there was not a bicycle in Tientsin, but to-day there are over 200, most of them being of American manufacture. The demand is far greater than the supply.

## TYPEWRITERS.

Like the bicycle, three years ago there was not a typewriter in Tientsin. Now there are many, and I believe that they are all, or nearly all, of American manufacture.

## HARDWARE AND MACHINERY.

This is a splendid field for the sale of general hardware stores, and, if properly handled, would yield good returns. Already I find in the foreign and native stores many products in this line, but most of these are purchased from middlemen in Shanghai, consequently the purchaser here has to pay more for an article than he would if the goods were purchased direct from home merchants. There is but little demand for machinery. Labor is too cheap. However, a complete woolen-mill outfit has arrived from the United States and will soon be ready for business. The Imperial Chinese University has also recently opened a machine shop, the fixtures coming from the United States, that has attracted a great deal of attention.

## COTTON GOODS.

There has been a gradual advance in prices throughout the year. as the following will show:

	October, 1896.		October, 1899.	
	Taels.	Dollars.	Taels.	Dollars.
Indian Head sheeting .....	3.35	2.82	3.80	2.74
P. M. C. drills .....	3.15	2.19	3.55	2.56
Indian Head flannel .....	3.00	2.06	3.80	2.38

These high prices and a drought throughout north China, which interfered not only with general prosperity, but with what the Chinese so much depend upon—water communication—has restricted business considerably. When the price of cotton cloth gets beyond a certain limit, the average Chinaman manages to go without it or get a cheaper substitute in Japanese drills, sheeting, or T cloth, which is finding its way here more and more every year.

Japan has the bulk of the yarn trade. The counts mostly sold are 16's and 10's. The favorite chop of 16's, which brought 62.50 taels (\$43.38) two months ago, is now worth 74 taels (\$51.36) per bale. There is a tendency to some diversity in the imports from the United States, a fact that should be carefully guarded against by the manufacturers at home. The trade in piece goods has been largely in our favor for the past few years. In 1896 (second quarter) there was imported into Tientsin piece goods as follows: Drills, English, 2,783; Dutch, 3,270; American, 84,662. During the second quarter of this year, the importation was: English, 10,830; Dutch, 10,635; American, 239,869. The half year ended June 30 showed a very large importation, much larger, I apprehend, than will occur during the six months ending December 31 next. The drought resulting in short crops, and the very material drop in exchange, owing to the disturbances in South Africa, will be the prime causes.

## TOBACCO.

There is very little demand for tobacco from foreign countries by the Chinese. They prefer the native tobacco, which is grown quite extensively in north China. It is very mild, so much so that it is not

appreciated by the foreigner. A large portion of the tobacco used by the foreigner comes from the United States, excepting cigars, which are from Manila.

#### ELECTRIC TRAMWAY.

A company has been organized to build an electric tramway from the native city to the Japanese concession, some 2 or 3 miles distant. It is believed that the enterprise will pay. A number of enterprising American citizens are stockholders and directors.

#### LIFE INSURANCE.

The Equitable and New York Life companies each have active agents here, and they report splendid success. The wealthy Chinese are not slow to take advantage of these opportunities, and some of them obtain policies for large sums. No other companies from the United States and but one or two from European countries have opened offices in China. The ones named seem to have the lead beyond all odds.

#### LABOR AND WAGES.

It is impossible to give a table of wages paid for labor at this port. Foreigners are compelled to pay twice the amount, or more, that is paid by natives. Carpenters, bricklayers, blacksmiths, machinists, plumbers, cabinetmakers, and mechanics of like grade demand and receive from 30 to 40 cents (Mexican) per day. Ordinary laborers receive 15 cents and coolies 10 cents. Some of the mechanics have actual genius, and with the poorest implements accomplish wonderful results.

#### POSTAL SYSTEM.

The postal system is conducted by the Imperial Customs, but China has not yet become a member of the Postal Union. Considering all the circumstances, a fairly good service is given.

The following extracts are taken from the published rates of postage:

The domestic rates of postage and regulations are as follows:

*Letters.*—For each one-fourth ounce or fraction thereof, 2 cents (for Taku, for each one-half ounce or fraction thereof, 1 cent).

*Newspapers.*—Posted singly, Chinese, one-half cent each; foreign, 1 cent each. When sent in packets, 1 cent per 2 ounces or fraction thereof.

*Parcels.*—Ten cents per pound.

*Books, circulars, samples.*—Two cents per 2 ounces; patterns or samples not to exceed 8 ounces in weight.

*Registration.*—Five cents; return receipt, 5 cents.

The foreign rates of postage are:

Destination.	Letters per one- half ounce.	Printed matter, books, etc., per 2 ounces.	Patterns, per 2 ounces.	Commercial papers, per 2 ounces.	Registra- tion.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>		<i>Cents.</i>
Japan .....	5	1	2	{ As for printed matter, except that minimum rate is 5 cts. As for printed matter, except that minimum rate is 10 cts. }	10
Korea .....					
Union countries .....	10	2	2		10

Prepayment is compulsory.

*Postage stamps.*—The postage stamps of the Imperial post are of the following denominations: One-half cent, 1 cent; 2, 4, 5, 10, 20, 30, 50 cents; \$1, \$2, \$5. Domestic postcards, 1 cent.

(a) Domestic mail matter, Chinese or foreign, sent to or from any of the northern ports, by land or by sea, will be subject to the ordinary domestic tariff published at every Imperial post-office.

(b) International mail matter, Chinese or foreign, sent to or from any of the ports north of Chefoo, by land or by sea, in addition to the Union rate of postage and registration, will be subject to the domestic rate of postage, and to the domestic rate of registration in the case of registered articles, to be paid in advance in the case of outward, or collected from the addressee in the case of inward, correspondence.

2. *Parcels.*—(a) Domestic parcels, Chinese or foreign, sent to or from any of the northern ports, by the sea route, will be subject to double the ordinary domestic tariff.

(b) International parcels, Chinese or foreign, sent to or from any of the ports north of Chefoo, by the sea route, will be subject to a special transit fee of 20 cents (50 centimes), levied in advance in the case of outward, or collected from the addressee in the case of inward, parcels.

(c) All parcels—domestic and international, inward and outward—are subject to customs law. Each parcel must be accompanied by an accurate declaration of weight, nature, and value of contents. Outward international parcels must be examined by the customs before posting; inward international parcels, as also all domestic parcels, will be examined at destination; but outward domestic parcels must hand in to the customs the preceding declaration before posting. No parcel will be accepted or delivered by the Imperial post-office unless customs rules have been complied with.

By "international" is signified whatever is departing for or arriving from a place not in China.

By "domestic" is signified whatever is departing for or arriving from a place in China.

#### RESPONSIBILITY.

The Imperial postal administration will make every effort to forward mail matter and parcels safely and promptly, but will not be responsible for delay in transmission nor for losses or damage arising from cases of *force majeure*. In the case of the loss, through the fault or neglect of the administration, of a registered article of mail matter, the sender or the addressee will be entitled to an indemnity of 50 francs (\$9.65); and in the case of the loss of or damage to a parcel, to an indemnity corresponding to the real value of the loss or damage, but not exceeding 25 francs—the Imperial administration being in such cases guided by the practice of the Postal Union.

#### PUBLIC HEALTH.

The health of Tientsin has been excellent during the past two years; that is, in the foreign settlements. There is no method of finding out the health conditions of the native city. Within the period mentioned there have been but two cases of smallpox within the settlement, and only one or two cases of scarlet fever have been reported. There have been three or four deaths from dysentery. The fact that the plague has broken out at Niuchwang, a port some 200 miles away, has caused some uneasiness, but it is hoped that by careful quarantine action Tientsin will escape the scourge.

#### RATES OF EXCHANGE.

These are as variable as the wind, keeping the merchant constantly in fear of what the morrow may bring forth. The quotations for to-day (October 10, 1899) are:

London:

Telegraphic transfer.....	2.8½ to 2.8½
Bank bills, demand.....	2.8½ to 2.8½
Credits, 4 months' sight.....	2.9½
Docts.—	
4 months' sight.....	2.9½
6 months' sight.....	2.9½

<b>America:</b>	
Bank bills, demand .....	153
Docts., 4 months' sight .....	148½
<b>France:</b>	
Bank bills, demand .....	3.39½
Docts., 4 months' sight .....	3.49
<b>Germany:</b>	
Telegraphic transfer .....	2.75
Docts., 4 months' sight .....	2.83
<b>Hongkong:</b>	
Bank bills, demand .....	70½
Private, 3 days' sight .....	69½
<b>Shanghai:</b>	
Bank bills, demand .....	103.7
Private—	
3 days' sight .....	104½
10 days' sight .....	104.1
30 days' sight .....	104.4
<b>Pekin:</b>	
Bank bills, demand .....	1½
Private, 3 days' sight .....	per cent. 1
<b>Japan:</b>	
Bank bills, demand .....	75
Private, 3 days' sight .....	74½
Market rate on Shanghai .....	103.7
<b>Mexican dollars:</b>	
Buying .....	70.5
Selling .....	71.7
Bar silver, 26½d.	

## RAILROADS.

The Imperial Railway Company of North China has in operation 366 miles of roadbed, some 80 miles of which is double track. Seventy-three miles of road have just been completed and very shortly will be in operation, making a total mileage of 439 miles. Of this road, the Daily News, of Shanghai, says:

It may be taken for granted that it is generally known that a double-rail line runs from Peking to Tientsin, with its terminus at Machiapu, some few miles outside the wall of the capital, the distance being a fraction under 80 miles. At present there are three trains a day running each way, two being ordinary and one express. The ordinary trains leave either end, respectively, at 6 a. m. and between 2 and 3 p. m., taking five hours for the journey. No foreigner would travel through by these trains from choice, preferring the express that leaves either end at 11.30 a. m. and completes the journey in three hours and forty minutes.

When the line was first opened, the first-class cars were cushioned and made as comfortable as circumstances would permit, but in a very short time all this had to be altered, as the habits peculiar to Chinese soon rendered these carriages quite unfit for use by cleanly people, even though they were not too fastidious. Now the first-class carriages are provided with wooden seats, made as comfortable as the nature of that material will permit. But with the 11.30 trains runs a postal car under the control of the Imperial Chinese post-office, and as these are considered the private property of Sir Robert Hart, a part of the car has been comfortably upholstered and is reserved for such foreign travelers as choose to make use of it. To travel by these reserved cars it is not necessary to take the ordinary ticket, but each traveler when seated in the car is provided by the foreign postal clerk with a special pass, for which he has to pay the sum of \$5. The comfort thus obtained is well worth the charge made.

On the other side of Tientsin is a single-track line running almost due east for 27 miles to Tangku, which is now virtually the shipping port for Tientsin, and, judging by the present appearance of Peiho, is likely to be permanently and solely the port for that emporium. From Tangku the line takes a northeasterly direction to Shan-haikuan and beyond. The country about Tangku is dreary in the extreme, being a mere mud flat devoid of stick or stone, and devoted only to the production of salt from brine pans; but a few miles beyond scanty crops begin to appear and the



country, generally, improves as each mile is passed. At Lutai, 51 miles from Tientsin, are several large camps of native soldiers, and beyond this the country improves greatly in appearance, owing to its being better wooded. At T'angshan, 80 miles from Tientsin, the Kaiping coal fields are reached, and thence to Kuyeh, 14 miles further on, some 10 collieries are at work, but the vast coal fields that exist in this district have as yet only been partially exploited. At T'angshan the dull monotonous plain is pleasingly diversified by low hills, and thence onward the country is better wooded and is highly cultivated. At Lanchou, 113 miles from Tientsin, the hill crosses the Lan Ho, and as this river is subject to heavy and dangerous floods during the rainy season, the bridging of it was an exceedingly difficult task. In the dry season the bridge passes over a vast stretch of sand, while the river, though a considerable and important stream, gives no trouble. But during floods it rises to the top of the strong stone piers that support the iron girder bridge, besides bringing down enormous quantities of silt that is everywhere thickly deposited. Lanchou is growing in importance as a place of trade since the railway was built, and large quantities of paper and charcoal are now brought down the river in boats to be transferred to the cars at Lanchou. Soon after passing Lanchou the railway approaches the seacoast, and a station has been opened on the line, 152 miles from Tientsin, for Peitaiho, the well-known seaside resort of the north, which brings the traveler within 4 miles of that place. Twenty-one miles beyond this and Shanhaikuan is reached, 174 miles from Tientsin, and for long the terminus of the line. For some time past, the official time-tables have included trains running to Chunghouso, 40 miles farther on, or a total distance from Tientsin of 214 miles.

The line, however, is now fully completed to Chenchou, 73 miles farther east, an important city that frequently appears on foreign maps as Kinchou, so that it is very often confounded with the city of that name on the Liaotung peninsula. Local traffic has lately been carried on between Chunghouso and Chenchou, so that the next official time-table will doubtless include train service from Pekin and Tientsin to Chenchou, making in all 367 miles open for traffic from the capital, or 287 miles from Tientsin.

In addition to the main lines, under Chinese management, there are 2 short branches in working order, namely, one of 10 miles from Kaochiao, a place about 15 miles west of Chenchou, to Tienchiaochang, a town on the coast, and another from Nuerrho, close to Chenchou, some 30 miles in length, leading to the collieries at Nanpiao. This makes a grand total of mileage open to traffic under the Imperial Chinese Railway Administration of North China, at the present time, of 407 miles. The work of laying lines from Tangku to the various wharves on the river, in order to facilitate shipping interests, is now in progress, and when completed will be no unimportant undertaking.

It must also be borne in mind that 88 miles of railway have been fully constructed by Mr. Kinder and his staff from Fêngtai—5 miles from Pekin on the Tientsin line—to Paotingfu, together with a short branch of 10 miles from Liulih to Choukoutien, which has been handed over to the Belgian syndicate as forming part of the Lu-Han Railway. Amongst those who have any knowledge of the subject the consensus of opinion is that it is extremely problematical whether a further distance of anything like 88 miles will be added by the Belgian syndicate to the work done by Mr. Kinder, though there is a staff of 20 foreign engineers already engaged on the work. That where there is "a multitude of councillors there is wisdom" is no doubt true in some instances, but the axiom does not seem to apply to the laying of a railroad in China on the system followed by the Belgian engineers, who do not make anything like that progress in construction which Mr. Kinder and his staff accomplished. As yet, the Belgians have had no exceptional difficulties on the line to face; so, judging from what they have already done and the enormously difficult problems they will have to meet when it becomes necessary to take into consideration plans for crossing the Yellow River, the opinion of experts is that the Greek kalends will see the conclusion of the Lu-Han Railway by the Belgian syndicate.

It will have been seen that close on 500 miles of railway have been constructed under Mr. Kinder, and it is acknowledged by all professional men that the work has been thoroughly well done, and that the best materials alone have been used. Yet all this has been accomplished at the extremely moderate cost of £6,000 a mile, including rolling stock and plant, the 80 miles of line from Pekin to Tientsin being a double one. This, it must be borne in mind, is the figure allowed by the Chinese officials who have had the control of the finances, and there is good reason to believe that, had the financial control from the first been in the hands of trusty foreigners, as the executive part has been, the cost would have been found not to exceed £4,500 per mile. What a marvelous result this is, even at the higher figure, compared with

the Indian lines costing £15,000 per mile. It is noteworthy that the entire cost of the double line of 80 miles from Peking to Tientsin was under 5,000,000 taels, and yet proposals were made to the Chinese Government from other influential sources to build it at a cost of 10,000,000 taels, which proposal was happily not accepted.

\* \* \* \* \*

It is well known that, so far as projected at present, the existing line has to be extended in a northeasterly direction to Hsinmintun, 106 miles beyond Chenchou, or 473 miles from Peking, with a branch from Kaopantze, about 40 miles beyond Chenchou, leading to Yingkow, near to the foreign settlement of Ninchwang. Beyond Chenchou several difficult rivers have to be crossed, and the bridging of these will take place later on, but meanwhile the construction of various sections of the embankment have been vigorously pushed forward, and though the winter will interfere with much of the work it will not be many months ere trains are running to Hsinmintun and Yingkow. The line to Yingkow from the junction at Kaopantze is only 95 miles in length.

The terminus at Yingkow will be north of the Liao River, at some distance from the main line of the Manchurian Railway. It has not yet been determined where a connection, if any, is to be made with the Russian line; but it may be that a branch of the Manchurian Railway will run to Yingkow south of the river, or that the Chinese line may ultimately be extended from Hsinmintun to Moukden, a distance of about 50 miles, and there connect with the Russian line.

There are complete workshops and stores at various stations on the line where the necessary repairs, etc., are carried out. The principal establishment is at T'angshan, but as the main line passes to the south of the T'angshan colliery, and the railway works are situated to the north of it, being reached by a siding, the ordinary traveler by the train does not know of their existence. These works are very extensive and at one time were fully equal to the requirements of the line, but now such ample demands are made upon them that there is no proper accommodation for the jobs that have to be undertaken, and the result is that many locomotives have now to be stationed in the open air while the necessary repairs are being done. All the carriages used on the line are made at T'angshan, and this, of course, takes up a great deal of room. Mr. Kinder has found that finely made and complicated drills and lathes as imported from Europe require skilled labor and occasion delay besides expense. So he has had cast at the works simple tools, without gearing that can be readily injured, and scores of these are worked effectively by men who have learnt about the yard how to do simple jobs, yet are by no means skilled mechanics nor paid as such. While such tools are used in great numbers and much good work is done by them, first-class English tools may be seen in the shop lying idle.

But it is not only simple jobs that are undertaken at T'angshan, for on the 4th of October there took place the trial trip of the first full-sized locomotive that has ever been built in China, which was done from designs of Mr. Kinder, embracing a happy combination of the best principles of English and American engines. It may be mentioned that the cylinders of this engine could be stripped for repairs in half an hour, whereas it would be a full day's work to strip the cylinders of an English engine. The trial was completely successful, and so much interest did all hands take in this ambitious undertaking that there was quite a commotion in the yard when the engine steamed out toward the main line. Good as the first engine is, subsequent ones will no doubt contain further improvements which experience may dictate. How very important the construction of such locomotives becomes is evidenced by the fact that the cost is from £400 to £500 less than that of imported locomotives. The wheels and materials used are, of course, all imported from abroad. Locomotives of this description, Mr. Kinder reckons, can be turned out at the rate of one a month to start with, but more rapidly as further progress in their construction is made and requirements are more fully ascertained.

In this connection it is extremely interesting to visit another part of the T'angshan yard, where the "Rocket of China" is laid up in honorable retirement. This is the small locomotive built by Mr. Kinder many years ago, before railways in China were dreamed of, and was used for drawing trucks of coal from the T'angshan colliery to the canal basin, some 5½ miles away, by which the coal was then shipped to the coast. It is really due to the success of this small engine that permission was given by the authorities to open railways in China.

As stated above, the present workshops of T'angshan are not equal to the demands made upon them, so that a large piece of land has been acquired a mile up the line, toward Tientsin, having an area of 270 mow, taking 6,000 feet to the mow. This has been laid out for the storeroom and the shops that are required. The old works at

T'angshan are to be given up to carriage factories and stores. There will be no want of space at the new yard, as there are to be built there the following:

	Dimensions.	Area.
	<i>Feet.</i>	<i>Sq. feet.</i>
Erecting shop.....	300 by 105	31,500
Smiths' shop.....	300 by 55	16,500
Machine shop.....	240 by 65	15,600
Boiler shop.....	304 by 65	13,260

Of the above, the smiths' shop is so far advanced that it is ready for roofing, and 20 feet of the side walls of the erecting shop are up. The center arches of this building have to be very solidly built, as they will have to carry two 30-ton traveling cranes. The foundations are also laid for both the machine and boiler shops, and work has been commenced on the storeroom, which will be 250 feet by 40 feet. All these buildings have been so arranged that they can be enlarged when necessary from one end.

There are very extensive works close to the station at Shanhaikuan, where all the bridge work required on the line is turned out, and it is a wonderful sight to see the stacks of iron girders which are all ready to be forwarded to their destinations.

The employees of this road, foreign and native, number 5,650. The average wages paid employees per month is \$14.50 Mexican (\$6.73). Foreign engineers are paid 190 taels (\$131.86) per month. During the year 1898 the company carried 2,850,000 passengers, and for the half year ended June 30, 1899, 1,500,000 passengers. The company owns 1,410 passenger and freight cars and 74 engines, nearly one-half the latter coming from the United States. It is understood that the road is paying handsome profits. S. Y. Tong, a former student of Harvard University, is the managing director.

#### STEAMSHIPS.

Notwithstanding the peculiar situation of Tientsin, the bad harbor, and the fact that for three months in the year navigation is prevented by ice, the number of steamers that arrive and depart average more than 600 each year, to say nothing of the sailing vessels and junks that come in and go out, numbering up in the thousands.

All merchandise destined for the United States or Europe or intended for consumption in Northern China must be transhipped. The ports of transshipment for Europe or America are Shanghai, Hong-kong, or Yokohama. The opening of the new port at Chin Wang-to may cause a happy change, as it is expected that the largest vessels will be able to land at the wharf at any time in the year, when cargoes will be shipped direct, without the expensive transshipment and delay now occasioned at the ports above mentioned.

At Shanghai, coastwise steamers arrive from and depart for Tientsin almost daily, and monthly and sometimes bimonthly steamers are run to and from Japan. Through rates for passengers and freights are not given here. To obtain these, those given herewith must be added to those for Shanghai.

The various steamship companies having agencies here are the Pacific Mail and Occidental and Oriental, the Canadian Pacific, Peninsular and Oriental, Jardine, Matheson & Co., Butterfield & Swire, Northern Pacific, California and Oriental, and Japan Mail Steamship Company.

The passenger rates are as follows: To or from Shanghai, first class, 40 taels (\$27.76); round trip, 60 taels (\$41.64); to or from Yokohama,

70 yen (\$34.86), or round trip, 135 yen (\$67.23); to or from Hongkong, 80 taels (\$55.52). The coast steamers are small, averaging from 800 to 1,200 tons, net, register. The service on these lines is, in all respects, first class.

*China Navigation Company.*—The Tientsin agents are Messrs. Butterfield & Swire. This is an English company, with headquarters in London. It has in all 50 steamers plying on the waters in the East, never leaving for Europe. The vessels range in tonnage from 500 to 2,000. Of these the *Chung King* (801 tons), *Wuchang* (801 tons), *Tungchow* (952 tons), and *Sheng King* (1,026 tons) run regularly between Tientsin and Shanghai, the trip either way requiring about three days, the distance being 600 miles. This company also has steamers plying between this port and Hongkong.

*Indo-China Steam Navigation Company.*—This is also an English corporation, with main offices in London. The fleet is composed of thirty vessels, and they operate between Chinese ports and India. The *Lienshing* (1,049 tons), the *Pechili* (881 tons), and the *Eldorado* (892 tons) are the regular steamers plying between Tientsin and Shanghai.

*China Merchants' Steam Navigation Company.*—This line is exclusively under Chinese control and ownership. The ships number fifty or more, are splendidly equipped, and are officered by Americans and Europeans. The regular steamers running from this port to Shanghai are: *Hsin Yu* (1,027 tons), *Hsin-chi*<sup>1</sup> (1,063 tons), the *Hsin Fung* (1,063 tons), the *Haen* (869 tons), and the *Haeting* (1,099 tons). Occasionally, however, as at the present time, the company is compelled to put on a large number of extra vessels.

*Nippon Yusen Kaisha.*—The vessels of this line number up in the hundreds. The managers have many fine ships plying between Japan, Europe, and America, also between nearly all the ports in the East. They maintain a regular service between Yokohama, Kobe, and Tientsin, touching at Nagasaki, Korea, and Chefoo. It is also just announced that the company intends to run a line of steamers between Tientsin and Shanghai. The trip from Tientsin to Japan, with stoppages, requires ten days' time.

A line of three steamers belonging to a German firm has made regular trips between this port and Shanghai during the summer. This service may become permanent.

Notwithstanding the number of ships competing for the trade of Tientsin, the rates for passage and freights are high, and perhaps will remain so for years, as it is impossible for steamers to enter the harbor until after one-half their freight is discharged into lighters, and after entering the remainder is transferred to boats of light draft before it can reach Tientsin.

<sup>1</sup> The *Hsin-chi* is commanded by Captain Patterson, a citizen of California. Last October he had made 600 trips to Tientsin from Shanghai without a single accident.

The following is the freight tariff between Tientsin and Shanghai and Tientsin and Japan:

Articles.	For—					
	Shanghai.		Kobe.		Yokohama.	
	<i>Tael.</i>	<i>U. S. currency.</i>	<i>Yen.</i>	<i>U. S. currency.</i>	<i>Yen.</i>	<i>U. S. currency.</i>
Bristles ..... per ton..	2.65	\$1.84	5.00	\$2.49	6.00	\$2.99
Bottles, empty ..... do..	1.20	.83	5.00	2.49	6.00	2.99
China ware ..... do..	2.65	1.84	11.00	5.48	12.00	5.98
Cocoons, waste ..... per picul..	.22	.15				
Curios and ad valorem goods ..... (a)			18.00	6.47	14.00	6.97
Down, duck and swan:						
Unpressed ..... per picul..	.22	.15				
Pressed ..... per ton..	1.25	.87				
Feathers, pressed ..... do..	1.25	.87	7.50	3.74	8.50	4.23
Hair, yak and horse ..... per picul..	.22	.15	1.50	.75	1.70	.85
Hides and skins:						
Unpressed ..... do..	.20	.13	.70	.35	.90	.45
Pressed ..... per ton..	2.00	1.39	8.00	3.98	9.00	4.48
Hornetails ..... do..	2.65	1.84	1.50	.75	1.70	.85
Horsehair ..... do..	2.65	1.84				
Jute:						
Unpressed ..... per picul..	.15	.10	.70	.35	.85	
Pressed ..... per ton..	1.10	.76	7.50	3.74	8.50	4.23
Measurement goods ..... do..	2.65	1.84				
Rugs ..... do..	3.10	2.15	7.50	3.74	8.50	4.23
Sheep's castings ..... do..	4.00	2.78				
Straw braid ..... do..	1.84	1.28	1.00	4.98	1.20	5.97
Sundries, stores, etc. .... do..	2.65	1.84	8.00	3.98	9.00	4.48
Treasure ..... do..	.225	.16	(b)		(c)	
Wheat ..... per picul..	.12	.08				
Wool:						
Unpressed ..... do..	.18	.12	.70	.35	.90	.45
Pressed ..... per ton..	1.05	.78	8.00	3.98	9.00	4.48
Fibers ..... do..	1.25	.87				
Skins, in cases ..... do..	2.20	1.58				
Hair:						
Pressed ..... do..	2.65	1.84				
Human ..... per picul..	.50	.35				

a 65 per cent.

b Three-fourths of 1 per cent.

c 1 per cent.

The cost of lighterage is extra and averages 40 per cent of the above quotations.

#### SUGGESTIONS.

Wise suggestions for developing trade in China have been made by all consuls, and it is not necessary to repeat them. If our merchants and manufacturers do not heed them, they and they alone are to blame if the results are not up to their expectations. Some of our people have fallen into the habit of sending letters and circulars to the different consuls with short postage, and often we are compelled to pay double rates as the penalty. This action gives very poor encouragement for prompt and efficient answers. Circulars in sealed envelopes were received here by the consul, vice-consul, interpreter, and marshal from a typewriter firm in New York, on which each had to pay 20 cents overdue postage.

JAMES W. RAGSDALE, *Consul.*

TIENTSIN, *October 11, 1899.*

HONGKONG.<sup>1</sup>

Hongkong and the entire eastern Asiatic coast have greatly profited by the many changes and countermoves in the political situation of the Far East. The occupation of Kyao-chau by Germany, Port Arthur and Talienwan by Russia, Kwanchau-wan by France, Weihaiwei and the Kowloon Peninsula by Great Britain, the gradual occupation of Manchuria by Russia, and the nearing completion of the Great Siberian Trans-Continental Railway have all had a powerful and stimulating effect on eastern Asia. The American-Spanish war, and the subsequent occupation of Manila by the United States, has been a most potent factor in calling the attention of the Americans to the trade possibilities of this part of the world. The colony of Hongkong has probably profited by the political changes to a greater degree than any other one section of Asia, and the past year has been a most satisfactory one to this district from a purely commercial point of view.

It must be remembered, however, that Hongkong can not be compared with any other city or section of Asia; that it is simply a vast clearing house combined with a military stronghold, and is not to any great extent a consumer nor a producer. As a market within itself, it is practically nil. Manufacturers and exporters do not seem to understand this, and could save themselves a good deal of unnecessary trouble and expense if they would bear the fact in mind. Owing to the prominence of the place from a shipping standpoint, and to the notoriety given to it by the newspapers during the war, American merchants are not only turning their eyes this way, but are flooding this consulate with letters, all of which are more or less of the same tenor. They ask whether I would advise them to try and obtain a market for their particular line of goods, and wish to be put in communication with leading firms who would act as their agents and energetically push their special lines. Many of these inquiries refer to articles that are absolutely unsuited to this climate and the requirements of the trade. For example, it is useless for firms interested in carriages or carriage furniture to make an effort to introduce their goods in a city that is forced to use sedan chairs, and it will be generations before the Chinese can be converted to the use of table cutlery. Of course, a consul can easily advise as to what goods are not possible to introduce. The great difficulty is how to advise firms by letters as to introducing goods for which this district is a possible market. I invariably advise firms of the same general lines of business to combine, and send the best representative they have to this coast to study its needs and possibilities. A consul is always in a position to be of invaluable service to a well-accredited representative, and many examples haven proven the soundness of my advice. A combination of firms a short time ago sent such a representative to this city. He afterwards visited Manila, the Chinese coast ports, Shanghai, and Vladivostock, and he returned home with a thorough knowledge of the varied needs of the eastern half of this great continent. He will advise his firms to establish branches in a number of the large cities. While he was in Hongkong he put in bids for machinery, steel rails, iron roofing, railway materials, canned vegetables, gunpowder, and

<sup>1</sup> In reply to circular of July 10, 1899.

agricultural implements. He was, without doubt, a high-priced man, but I should judge he was thoroughly worthy of his hire.

#### TRADE IN CHINA.

As I have before said, the mere retail trade of the treaty ports is comparatively small. In Hongkong, for instance, there are 5,000 Europeans who wear and eat what 5,000 like people would in the United States, but there are, in addition to these, 360,000 Chinese in the colony, and 80,000,000 in the adjacent provinces, whose conservatism is as difficult to overcome now as it was three hundred years ago. They have learned to use American flour, kerosene, and, to some extent, cotton piece goods. They consume in smaller quantities American tinned milk, German lamps, and a cheap grade of notions. One of the greatest hindrances to the introduction of American goods into China itself is the almost utter lack of protection against imitations. As soon as the foreign firm succeeds, at a great expense, in introducing his goods and making valuable his trade-mark, the Chinese will imitate both the trade-mark and the goods and undersell the original manufacturer. During the last week, a Chinese firm in this colony was convicted under English laws of selling a spurious brand of American milk and forging its trade-mark. If the foreign powers that are represented at Peking should combine in a request to the Chinese Government to make laws to protect the goods of their countries, I believe that a long step would be taken in the direction of introducing foreign manufactures.

Another great point that American exporters overlook is that 99 per cent of China is still closed to the world. When the magazine writer refers in glowing terms to the 400,000,000 inhabitants of China he forgets that 350,000,000 are a dead letter so far as commerce is concerned. Big figures are mouth-filling and look well in print, but the standards in China and the United States are so absolutely different that they are valueless for comparison. It must also be remembered that even sections of China which are reported to be open to trade are so hampered with regulations, likin taxes, and piracy that they can not be styled commercial spheres of influence. In my report of June 3, 1899, on the trade of the West River of China,<sup>1</sup> I dwelt upon this condition of affairs. Although the right to navigate these inland waters has been secured to the world for more than a year, defective regulations, the enforcement of the transit-pass system, illegal exactions, and piracy have nearly defeated the object of the treaty. Hardly a day passes that the Hongkong papers do not contain an account of piracy as sanguinary as the deeds of the old Spanish buccaneers in these waters. Neither English gunboats nor Chinese armed launches seem to be able to cope with the evil.

Above Wuchow the country is filled with great mineral wealth. Much was hoped by merchants of this colony from the opening of the West River country, especially as its mineral wealth was so well known. The Kwangtung and Kwangsi provinces are very mountainous, and contain gold, silver, copper, and arsenic in paying quantities. The mining belt seems to extend north into the borders of Yunnan, where, in addition to the minerals named, are found iron, coal, and cinnabar.

<sup>1</sup> See Consular Reports, No. 229, Oct., 1899; Advance Sheets, No. 496, Aug. 7.

There has also been discovered an ancient volcano where native sulphur is abundant, which as far as known is the only deposit of the sort in southern China. A Chinese syndicate, assisted by an American engineer (Mr. J. F. Champion), has opened property known as the Wat Hing, some 300 miles above Wuchow, on the West River. Gold, silver, copper, and arsenic are found in paying quantities. A shaft 180 feet in depth has been sunk, with drifts running north and south 400 feet in each direction. The ore averages 40 ounces silver, 0.7 ounce gold, and 5 per cent copper per ton. The ledge is from 3 to 10 feet in width, and the plant consists of one 20-ton water-jacket smelter and refinery. Even as a Chinese-owned mine, the company is forced to put a stockade completely around the workings and employ 500 soldiers from the viceroy as a protection against the pirates. Last month Mr. Champion, while traveling with a guard of soldiers, was captured, robbed, and confined in a temple for some days. I mention these facts in extenso so as to explain to American firms desiring to sell mining machinery that it is impossible to do so under existing conditions. Of course, nothing but the joint action of all commercial powers will ever better this state of affairs.

#### COAL, IRON, AND COPPER.

Hongkong buys its coal from Australia and Japan. Although there are extensive fields near Wuchow the coal of which has been tested and proven of a quality equal to the Japanese, and could be delivered at this market at one-half the price of the latter, the fields lie fallow because of the existing conditions. It is a question, of course, whether the exploitation of these mineral and coal products would be of value so far as the United States is concerned. The opening of unlimited coal and mineral fields would certainly shut off all possibility of American exporters supplying this market with iron, and possibly with steel. Within the past month, both pig iron and copper have increased so much in value in the home market that the merchants here are reshipping American pig iron to the United States at a large profit, and small merchants are buying up Chinese copper cash at their face value and shipping them to the United States to be sold as raw material. The Canton mint has for years been issuing copper cash at a heavy loss to the Government; that is, the face value of the manufactured cash is less than the price of the raw material. In addition to this must be added the cost of minting. Cash is the poor Chinaman's money, and the Imperial Government fears to reduce the number of cash to the dollar. As a result the Chinese Government becomes the only real importer of raw copper, as it is not necessary for manufacturers to go to the expense of importing when they can melt down the copper cash and make it into utensils. Of course, I do not refer to the copper that is imported to be used in the arts.

#### TRADE WITH THE PHILIPPINES.

The closing of the Philippine ports since the war has absolutely stopped the importation of hard-wood timber for shipbuilding purposes, and turned the attention of consumers toward Borneo. For a great many years, the hard wood of Luzon has had the monopoly in the shipbuilding yards in Hongkong and Canton, but I fear that it



will hereafter find a very injurious competitor in Borneo. In this connection, it is worthy of remark that the shipyards here have been kept busy during the last year building steam launches (which average about 80 tons register), and lighters for the use of the United States Government and the private firms in Manila. Probably 50 launches have gone over from here, and a large number are on the stocks. Of course, their construction calls for a large amount of machinery, none of which was furnished by the United States, to my knowledge, although American money paid for them. They all went from here to Manila under their own steam.

#### PUBLIC IMPROVEMENTS.

During the past year there has been extensive housebuilding, and a number of the big office buildings which were in course of construction have been completed. These new buildings have all been fitted with elevators, which is an innovation on the Asiatic coast. There have been no street railways or additional electric-light circuits established, although an electric road to run some 15 miles along the harbor front has been discussed; also a second tramway, to run some 1,400 feet to the peak. Nothing has been done regarding the projected Canton and Kowloon Railway, although a year ago it was supposed that building operations were to commence immediately. The Government has, however, been doing some rather extensive road building throughout the new possessions on the Kowloon peninsula. Nothing has yet been done regarding the construction of the "Jubilee road" around the island.

#### SHIPPING.

At this date, there is very little of interest that I can say regarding the shipping of Hongkong, in addition to my report of May 17, 1899.<sup>1</sup> I have repeatedly mentioned that Hongkong has no custom-house, and it is consequently impossible to obtain figures that bear the stamp of official accuracy outside of the annual reports of the harbor master. I fear his next report will not show as large an increase as I predicted in American tonnage that enters and clears at this port, inasmuch as steamers bearing the American flag have been utilized by the United States Government as transports. At date of writing, the Northern Pacific Steamship Line has been entirely absorbed, and three of the Pacific Mail steamers are also in Government service. The result is that both these lines have had to charter steamers under a foreign flag to take their place. Between here and Manila, there are no merchant steamers carrying the American flag. The entire trade is carried on by English and Japanese steamers, with an occasional American sailing vessel. I had hoped that before the writing of this report I would see one or more first-class American steamers in the Hongkong-Manila service. There has been a fair demand for American sailing vessels, but the great difficulty has been for American vessels to get cargoes from American ports here, the carrying trade being almost entirely confined to kerosene oil. The vessels, however, experience no difficulty in securing a return cargo.

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<sup>1</sup> See Consular Reports, No. 227, Sept., 1899; Advance Sheets, No. 493, Aug. 3.

## ARMS, AMMUNITION, BEER, ETC.

Hongkong is generally a very fair market for all kinds of arms and ammunition. It has been especially so during the past year, owing to the numerous rebellions in southern China and the insurgent war in the Philippines. This branch is principally handled by the German firms, who keep large stocks on hand, and last year one firm offered to sell me an entire park of field artillery complete. These heavy stocks are kept in anticipation of future possibilities on this coast. The arms are, in general, of the cheapest make. I do not think there would be any opening for the sale of first-class arms. In my report in Commercial Relations, 1898, I dwelt at some length on the market here for American gunpowder of all kinds. I have had a great deal of correspondence on this subject with American manufacturers, and have made up my mind that they either can not compete with the German manufacturers or that they do not care to. However, this may be on account of the great demand for this article in the United States. American whisky and beer (especially beer) are making a permanent place in this market. The import of California tinned goods is steadily increasing. One American import and export firm (F. A. Blake & Son) has established itself here within the year and is doing much to popularize American goods.

## EXPORTS TO THE UNITED STATES.

The exports from Hongkong to the United States for the half year ended June 30, 1899, amounted to \$2,567,970, gold, of which the following items may be of interest:

	Gold.
Firecrackers .....	\$42, 000
Hemp .....	170, 000
Matting .....	120, 000
Peanut oil .....	60, 000
Chinese provisions .....	100, 000
Rattan ware .....	30, 000
Rice .....	500, 000
Silk piece goods .....	35, 000
Refined sugar .....	180, 000
Tobacco .....	14, 000

## EXPORTS TO MANILA.

There were also invoiced in this consulate goods of all descriptions bound for Manila, to the extent of nearly \$700,000. Hereafter, it will be impossible to report upon the value of the goods going from this port to the Philippines, as the invoice system has been abolished.

## GENERAL REMARKS.

In conclusion, I may say that Hongkong is from year to year growing in wealth, strength, and importance, and is very little affected by the political changes in the countries that surround it. It rather benefits by the troubles of its neighbors, and is always in a position to take advantage of the weakness of its commercial rivals. The leasing of the Kowloon peninsula has added strength to its geographical position, as it has given the colony an agricultural area which will in time render it in a great measure independent of China for its food supply.

ROUNSEVELLE WILDMAN,

HONGKONG, September 25, 1899.

Consul-General

## TRADE OF KOWLOON.

During the past year the boundaries of the colony of Hongkong, and consequently of this consular district, have been materially increased by the leasing of some 400 square miles of territory adjacent to the city of Hongkong, comprising what is known as the Kowloon peninsula. As this tract has become a part of this consular district, a brief résumé of the Kowloon customs report may be of interest. The administration of the Kowloon customs came under foreign inspectorate in April, 1887, so that its management has been in European hands for over a decade. Commissioner H. M. Hillier's report of the trade for 1898 will probably be the last complete year under the old order. It is noteworthy that after two years of foreign administration the volume of trade for the Kowloon district in the year 1889 was valued, in round numbers, at 32,200,000 haikwan taels, and that in 1898, though not the best year on record, it reached the value of 45,700,000 haikwan taels (\$31,715,800)—a notable thing when two things are taken into consideration: First, that the population of the district is less than 100,000; and, secondly, that in 1889 the opium revenue was nearly one-half of the total collection, while in 1898 it was cut down to less than one-tenth.

The foreign goods imported from Hongkong for 1898 amounted to 17,139,000 haikwan taels (\$11,894,466), while native produce exported to Hongkong amounted to 22,512,000 haikwan taels (\$15,623,328). The value of cotton piece goods (mostly English and German) amounted to 174,000 haikwan taels (\$120,756). Indian yarn amounted to 1,880,000 haikwan taels (\$1,304,720). The demand for woolen fabrics is weakening year by year in this district. Kerosene oil was imported to the value of 1,040,000 haikwan taels (\$721,760), representing 7,933,000 gallons. American oil has held its own in the ten years under review, but Russian oil has risen from 631,000 to 2,155,000 gallons, and Sumatran oil, which first appeared in the returns for 1895 with 700,000 gallons, has jumped to 2,657,000 gallons. Twenty-nine thousand piculs (3,866,666 pounds) of American wheat flour appears among the imports. The most valuable export from this district is silk piece goods, regarding which Mr. Hillier says: "A large buyer of silk piece goods informs me that with the present low price of silver, the Canton manufacturers are well able to compete with the products of Japanese and European looms."

The aggregate number of junks passing into China through the Kowloon district custom's stations was 30,217. Regarding the question of currency, Mr. Hillier says: "The question has been raised whether China is suffering from a scarcity of silver. I am informed on good authority that money is plentiful in Canton and has ruled cheap during the last year or so. The prices of articles as measured in silver have risen. Owing to the depreciation in silver as measured in gold, the native gets more silver for his exports, which are chiefly to gold countries. Kwang Tung province is a great consumer of foreign manufactures, and the increasing exports, especially of silk, enable the natives to pay this enhanced price more easily.

Of course this report, from which I have quoted in part, covers a district somewhat larger than the leased territory. I have not tried to go into any extended discussion of the possibilities of the district, as it is very easy to prophesy what will take place under British rule.

Already roads are being thrown out all over the country, and there will be no duty on imports.

ROUNSEVELLE WILDMAN,  
*Consul-General.*

HONGKONG, *August 15, 1899.*

## DUTCH INDIA.

In reply to Department circular of July 10, 1899, I have to report as follows:

There is not a very great change in general trade to record since last year. The imports for the whole colony were: 1897, \$73,045,630; 1898, \$72,288,215; showing a decrease of \$757,415.

The exports were: 1897, \$84,586,439; 1898, \$87,537,147; showing an increase of \$2,950,708.

The balance of trade in favor of the colony for the year 1898 is therefore \$15,248,932.

### SUGAR.

Of course the mainstay of trade in Java is sugar, and the colony has reason to congratulate itself on the results for the year. In 1897 the exportations were 518,308,532 kilograms (1,142,662,990 pounds), of which 226,113,595 kilograms (498,490,032 pounds), as near as can be traced, went to the United States.

In 1898 the exports were 689,541,971 kilograms (1,520,164,229 pounds), of which some 422,048,817 kilograms (930,448,822 pounds) went to the United States.

These figures are not quite accurate, although probably not very far wrong, as many cargoes of sugar are sent to Port Said for orders, and I do not always know their destination; but in nine cases out of ten ships so ordered end by going to the United States.

Not only has the volume of sugar exports increased, as I have shown above, but the price has gone up, so that the planters feel, for once, pretty well satisfied. The season approaching promises also to be very good, and the present indications point to more than ever going to the United States.

This sudden prosperity in sugar, after years of depression, is caused by conditions for the last two years or so in Cuba and the Philippines, which formerly shipped large quantities of sugar to the United States, but where now the production and export are much reduced. The deficiency is made up from Java, and the planters here are making hay while the sun shines, for they fear that when Cuba becomes an American colony or protectorate Cuban sugar will enter the United States on such terms that it will ruin the chance of Java sugar competing in American markets.

The prospective increase in the production of beet sugar is always a nightmare to planters, and they hope against hope that some day France, Austria, and Russia will abandon the policy of paying bounties on beet sugar. The abortive ending of the Brussels conference, however, would seem to show that those expectations stand very little chance of being realized. Meanwhile, the area of sugar cultivation is being extended, and much money is being made.

## COFFEE.

The situation in coffee can not be called otherwise than very bad, due partly to unavoidable conditions and partly to the fault of the planters themselves.

The great overproduction of Brazilian coffee in the last three years or so has had the natural result of greatly depressing the prices of the ordinary grades of coffee, consequently the planters of Java and Sumatra have suffered severely. Plantations are being daily sold for a fraction of their original value. Great mistakes have been made in the past in planting inferior grades of coffee, such as Liberian, and thereby trying to compete with Brazil. Plantations have been forced into bearing before their time, with the idea of obtaining as quick returns as possible on invested capital. The consequence is that the coffee is of poor quality and brings low prices. Those planters who are far-seeing enough to raise only the fancy grades of coffee have had much less reason to complain, as they can always command good prices for their crops.

Another reason for the present situation is that the plantations have in the past been most extravagantly conducted, and now that the pinch has come expenses have to be reduced at the expense of efficiency.

The Government still cultivates a good deal of coffee, but what with diseases of the plant and the low price of the product, the profits are relatively small compared with former days.

The total export of coffee for the year 1897 was 50,729,542 kilograms (111,838,348 pounds), of which 5,065,547 kilograms (11,167,505 pounds) went to the United States. For 1898 the export was 25,800,164 kilograms (56,879,042 pounds), of which 2,927,189 kilograms (6,453,281 pounds) went to the United States. It will be seen that in one year the exportations have diminished one-half, and when it is taken into consideration that the prices have diminished also, it needs no lengthy explanation to show the condition of the industry. While the future of Java coffee must depend somewhat on the conditions in Brazil, yet the planters can help themselves in many ways. Capital invested in the careful cultivation of superior grades of coffee, with the employment of the very best machinery and methods, would undoubtedly return a good interest.

## TEA.

Tea is doing very well, 4,411,515 kilograms (9,725,626 pounds) having been exported in 1898, as against 3,981,039 kilograms (8,776,599 pounds) in 1897. So far, however, none has been shipped to the United States. This is a pity, as it is of the Assam variety, and has a delicious flavor.

## QUININE.

Quinine and cinchona bark are doing better than ever, and under certain conditions the industry is likely to be one of the most remunerative here. These conditions are (1) that the world's demand shall continue to increase in the proportion it has in the last two years, and (2) that the planters here shall have the courage to emancipate themselves from the bondage of the Amsterdam quinine trust, an iniquitous combination which has been robbing them of thousands

I will not discuss the quinine situation at any length here, as I have made it the subject of several special reports. (See Consular Reports No. 229, October, 1899; Advance Sheets No. 520 and 592.) I spoke in the last report of the plan (now definitely arranged) to establish periodical quinine auctions in Batavia, so making the prices independent of Amsterdam.

Batavia will thus be the quinine market of the world, which it ought to be, as three-fourths of the world's supply of cinchona bark is raised in Java.

The quinine factory (bandoengsche kinine fabriek) is doing very well, and the planters are at last beginning to see the advantages of patronizing it steadily, instead of sending their bark to Europe and having to accept any price that the trust chooses to grant. The first auction of sulphate of quinine here will be held in January, 1899, and great results are looked for. I must reiterate the advantage it will be to American druggists to buy their quinine direct from Batavia.

#### PETROLEUM.

From time to time, I have made the petroleum situation here the subject of special reports, and therefore will only give a brief résumé of the situation.

The Standard Oil and Russian companies are still fighting for the supremacy in the oil market here, but both have shown losses in importations for the year 1898, as compared with 1897. The figures are:

(Cases of 10 gallons each.)

	American.	Russian.	Sumatra.	Total.
1896 .....	1, 678, 682	731, 951	330, 652	2, 741, 285
1897 .....	2, 009, 290	495, 106	539, 569	3, 043, 965
1898 .....	1, 326, 433	365, 284	625, 559	2, 317, 276

It will be seen that the importation of American and Russian oils has fallen off, while that of Sumatra oil has increased. The total is also less.

It is alleged that there is a combination between one of the Sumatra companies, the Moeara Enim Company, and the Shell Transport and Trading Company of London, for disposing of the output of the Sumatra wells. The Shell Company is practically the same as the Russian Oil Company, and it looks like a combination of the Russian and Sumatra petroleum interests against American oil. Thus far, however, practical results have been little. They have secured concessions and built tanks for the storage of residue oil, which they claim will entirely displace coal as fuel for steamers, but as yet their concessions in Borneo have been disappointing in yield.

Although for the year 1898 Sumatra oil showed an increase, there is no doubt that the situation there is most disquieting. The old wells are becoming exhausted, and the new ones are by no means coming up to expectations. Fortunately for them, the companies have many new concessions which have been barely touched, but much time and oil have been wasted by bad management.

In Department circular of July 10, 1899, it is asked of the consuls whether any discrimination is made against American trade or inter-

ests. I say most unhesitatingly, yes. I reported in Consular Reports, No. 214, July, 1898, page 380,<sup>1</sup> the details of a proposed combination between the Standard Oil Company and the Moeara Enim Company, which, however, was not sanctioned by the Dutch minister of colonies on the ground that American capital was not wanted in Netherlands-India. Now, however, the Government has permitted a nearly similar arrangement between the Moeara Enim Company and the Shell Company of London, referred to above. This is a clear case of discrimination against American interests.

The Standard Oil Company keeps men continually on the ground in Sumatra and elsewhere watching the situation, and eventually they may effect something, but concessions, if they obtain any, will have to be in other names.

#### MINING.

My report of July 19, 1899,<sup>2</sup> gave the mining situation very fully, and there is little to add now.

The speculative spirit has cooled off a little, and prices of shares are somewhat lower, but through exaggerated reports made by the engineers at the mines, public interest is still held to a certain extent. The insiders have nearly finished unloading their stock, which is an operation that must be done very carefully for fear of causing a panic, and the public has not yet grasped the gigantic fraud that has been perpetrated on them. The gold that has been found in the Celebes is so far hardly worth the trouble of mining, and more than one reliable American engineer has informed me that it is almost impossible for gold in paying quantities to be found in ten years, and probably not then.

I again strongly urge Americans to have nothing to do with the mining market here, no matter how they may be tempted. Still more do I wish to warn American mining engineers against coming here. In two cases lately, the companies by whom they were engaged repudiated their contracts because the Americans refused to lend their names to dishonest reports, and they were therefore dismissed. They have been unable to obtain satisfaction in the courts, or find any lawyers to properly defend their cases.

#### IMPORTS.

As I showed in the beginning of this report, the total imports into the colony have fallen off \$757,415, as compared with 1897.

American imports also show a notable decrease, as will be seen by the table of American imports which I append to this report.

Deducting the imports of petroleum, which forms the bulk of the American imports here, the table shows:

American imports for—

1897.....	\$288, 829
1898.....	171, 406
Decrease.....	117, 423

This does not do credit to our export trade. Of course, it is probable that many American goods come in here through foreign countries,

<sup>1</sup> Report was also printed in Advance Sheets, No. 114.

<sup>2</sup> See Consular Reports, No. 230, November, 1899; Advance Sheets, No. 536.

especially England and Holland, and are classed as goods from those countries, but the proportion of such is undoubtedly about the same both years, and the fact remains that the exhibit is a bad one.

Americans talk a great deal of the possibilities of new markets in Asia, but they do not seem to realize that Netherlands-India has a population of 40,000,000 people, all of whom are consumers of a certain amount of civilized goods.

I get numbers of circulars printed in English, with prices expressed in our currency, and am asked to hand them to a prospective customer. This is perfectly useless. It does no great harm for the circulars to be in English, as most people here in business have some knowledge of that language, but they know nothing about our currency, and when they read about "dollars" are apt to think that Mexican dollars are meant, as that is the only kind of dollar that is known out here. The weights and measures used here are all in the metric system, and few people here know, or want to know, any other. But circulars are of comparatively little use. What is needed is the presence of active canvassers, armed with plenty of samples. These have never yet failed to meet with success, but I regret to say that their number has been lamentably few. Traveling agents pass through Singapore in large numbers, but do not seem to think it worth while to come here. One man who came the other day quite by accident, merely with the intention of seeing the country and taking a holiday, was surprised to find that it was a civilized place. He expected to have to rough it, and to find us going round clad in glass beads and armed with spears, and said that many Americans had the same idea about Java. Batavia is a considerably larger city than Singapore, and much more advanced in modern appliances, such as electric lights, electric street cars, and telephones. The stores are finer here than in any city east of Suez, as are also the docks. As soon as the American agent had recovered from his surprise he began work at once, sold a large bill of goods the first day, and established a permanent agency to do a regular business.

#### COTTON GOODS.

By far the largest item of the import trade of this colony is cotton goods, and quite an increase was shown for the year.

##### *Total importations of cotton goods.*

1897.....	\$14, 150, 536
1898.....	14, 928, 565
Increase.....	778, 029

##### *Imports of cotton goods, by countries.*

	1897.	1898.		1897.	1898.
Holland .....	\$6, 961, 754	\$7, 886, 825	Penang .....	\$904, 818	\$856, 018
England .....	4, 963, 320	5, 167, 747	Singapore .....	1, 450, 025	1, 359, 974
France .....	29, 481	12, 497	All other countries...	67, 041	69, 914
Germany .....	9, 963	22, 587			
Italy .....	44, 134	54, 006	Total .....	14, 150, 536	14, 928, 565

In all this list there is not a pound of American cotton goods. The market here is substantially the same as in British India and China,



and yet it has not seemed to occur to American manufacturers to turn their attention hither. Last year I appended an elaborate list to my report, showing the kinds of cotton goods sold here under their trade names, together with the average prices. I can only express my regret that it seems to have done no good. I repeat it this year.

Let our manufacturers send someone here to study the market and find out just what is in greatest demand, and then supply it, and I will guarantee they will compete as easily with English and Dutch goods as in British India and China.

#### FLOUR.

This is another article that ought to be imported from America. In 1896 a considerable amount was sent, but it was carelessly packed and much of it became sour, thereby prejudicing people against it. Most of the flour here is Hungarian and Australian, but ours is much better in quality and, if properly packed in well-made barrels for tropical exportation, ought to successfully compete with any flour in the market.

#### BICYCLES.

American bicycles are doing very well here, and in this line our manufacturers are showing energy. Bicycling is on the increase, and there is a constant and steady market for a good medium-grade wheel.

#### AUTOMOBILES.

There are at present only three automobiles on the island of Java, and they are of European make and very heavy and clumsy. This is an ideal country for them, as the roads are fairly good and flat, and the climate is ruinous on horses. A really good Australian horse (the only kind fit to own here) quickly succumbs to the climate, and the only alternative, if one wants an animal that will last any time, is the ugly little sandalwood pony, which at home one would not care to be seen driving. And even he has to be used with great care, to prevent his being exhausted in the heat. The automobile, therefore, would solve the problem of transportation, and I am sure that if Americans do not secure the market here the French will. Any business man knows that to secure a virgin market is much easier than to wrest one from someone else who is well established.

#### CARRIAGES.

From the appended list of American imports it will be seen that our carriages have made some advance. The kinds that would sell best here are victorias, two-seated beach wagons, and ordinary top buggies. Their lightness and superior finish commends them to those who have tried them, and they only need someone interested in pushing their sale to become a great success. I am constantly asked who is the best maker of carriages in the United States, and what is the cost of a certain kind. At present, most of the carriages used here are Austrian or German. Some also are made here by Chinamen. They are all heavy, poor, badly finished, usually with defective parts, and rather expensive, taking inferior quality into consideration.

## MACHINERY.

Imports of American machinery have increased considerably, and there is no doubt that there is a great future in this line. The gold and petroleum concessions are creating a constantly increasing demand for machinery, and recently American machinery seems to have been preferred.

## BEER.

There is a good market here for American bottled beer. Some time ago, an American beer agency at Hongkong sent down here a few cases of a very good light St. Louis beer. It fell into the hands of a slow-going firm, which took absolutely no trouble to push it, the consequence being that no one here knew of its existence. Recently, however, I induced the management of the leading club to buy some. The members have now become so well acquainted with it, and like it so well, that they are drinking no other kind. I also induced one of the restaurants here to buy a case. The proprietor told me a few days ago that he sold six bottles of this to one of all other kinds. But the firm that imports it takes no trouble to sell it or advertise it, chiefly because it is the agent for a cheap German beer from which it expects to make more.

The only objection to this American beer is that it is all in quart bottles, whereas pints would prove much more acceptable, as people do not always want to drink a whole quart. This fault could, I am sure, be easily remedied. I am informed that St. Louis and Milwaukee beers have a large and growing sale in China and Japan, and there is no reason, with proper handling, why they should not here. Care must be taken, however, in appointing an agent here, whether for beer or for anything else, to see that it is to his interest to advertise and push the goods. German, Dutch, and English firms back up their agents well, and Americans must do the same if they want to sell goods.

## FOOD.

Large quantities of canned and preserved food are imported here, as into all tropical countries, and it is well known that our canned foods are second to none in the world. There is one firm in San Francisco which does quite a business in canned fruits, but it makes the great mistake of selling on orders to anyone, instead of having one fixed agent for the whole of Netherlands India.

Canned corned beef from Chicago is often seen here, but is mostly imported through Europe and is therefore not systematically placed on the market. Large quantities of salt fish are imported by way of Singapore, but I regret to say that none of it is American. It is mostly stockfish, which, as every sailor knows, is far inferior to salt cod. The latter would surely sell well here, especially among ships. An English ship captain was inquiring only the other day whether there was no American salt cod to be procured. He searched Batavia high and low, but could not find any.

*Imports of preserved food for 1898.*

Salt and dried fish.....	\$2, 810, 436
All other canned, dried, and preserved foods.....	527, 459
<b>Total.....</b>	<b>3, 337, 895</b>

Of these canned goods, only \$4,009 worth is recorded as being from the United States, although more was doubtless imported through Europe and credited as European.

#### SUGAR, COFFEE, AND RICE MACHINERY.

There is one American firm at Soerabaya, the Lidgerwood Manufacturing Company, which deals in all of the above articles and does a very good business. American machinery, especially for coffee and rice, is now considered very superior.

#### CLOCKS AND WATCHES.

The importations of these from America fell off very much in the last year. The total importations in 1898 were \$101,719, of which only \$58 worth were American. Cheap Waltham and Waterbury watches would meet with great success here if properly handled, especially among the Chinese, Arabs, poorer half-castes, and natives. The market for expensive watches and clocks is very limited.

#### WINES.

One firm here has had considerable success selling California wine. A light table wine is wanted which will retail at about 40 cents a quart or less. There is no use trying to introduce whisky, unless one is willing to go to great expense, as the public taste is so wedded to Scotch that they would with great difficulty be induced to drink rye or bourbon.

#### GENERAL.

All the other articles I have included in my list could be sold in greatly increased quantities here if a determined and systematic effort were made.

European houses seem to make large fortunes here, and Americans, with goods as a rule better and quite as cheap, should do the same.

A good idea would be for a number of firms, doing different lines of business, to combine and open a large showroom here, with one or two active Americans, speaking English, French, and German, and if possible Dutch, in charge. The rent of an excellent place could be had for from \$100 to \$130 a month, free of taxes, and American goods would be brought to public notice, which they are not at present. The department store idea is very popular here, and one consisting entirely of American goods would have as good a chance as the rest, if properly managed.

#### BUSINESS METHODS.

I regret to have to mention that American exporters have once or twice brought discredit on our business community through questionable methods. I will cite one which occurred recently.

An agent for a large American machine concern came here the other day and was so successful that he decided to establish a permanent agency. He gave the exclusive Java agency of his house to a well-known engineering firm established in Soerabaya, with the strict agree-

ment that no business for Java should be done except through it. A little while ago, the firm here was surprised to learn that a planter had received a lot of machinery from the home concern, without its knowledge. It at once cabled home to know why the order had not been filled through its agency. No explanation has been forthcoming, though the manufacturers finally allowed the usual commission. It appears that the planter had ordered the machinery through a broker, who had imported it direct without having anything to do with the firm that had the agency. The fact that the manufacturers finally granted the commission gave no satisfaction, as the agency itself was worth little; where the firm made money was in selling its own engines to go with the machinery. Of course, the order going through someone else deprived them of the chance of doing this. The whole transaction was a flagrant breach of honor on the part of the American firm, and was most unfavorably commented on by everybody as soon as it became known.

Another case. Sometime ago a firm here ordered a consignment of carriage leather from an American concern. It arrived in a disgraceful condition, and the importer at once called a survey. The board found that the leather had been badly packed, long nails having been driven through the wrapper so that the outer 30 yards or so had large holes in it and was perfectly useless. The board decided that the shipper was liable for the damage, and forwarded their report to him to that effect. He declined to pay, however, although it was clearly his fault, and the result is that the unfortunate importer is considerably out of pocket, and vows he will never have anything more to do with American business men, whom he stigmatizes as robbers.

#### PUBLIC WORKS.

There are very good chances here from time to time for American contracting firms to bid for the construction of public works, such as electric railroads, gas lighting, electric lighting, etc. I sent to the Department the offer to light the city of Kota-Radja, Sumatra, with gas, a concession owned by a gentleman here. It was duly printed in Advance Sheets of Consular Reports No. 499, August 10, 1899,<sup>1</sup> and I also saw that it was advertised in an engineering paper in the United States, but so far the concessionaire has not had a bid from anyone. The contract is a good one, and there are many such for public competition. Now that we are taking contracts for operations in Burma and Africa, Java ought not to be neglected. I am always ready to give any information, and can readily put myself in communication with a number of these concessionaires. There is a very good electric railroad just completed in Batavia, much of the material and machinery of which are American, but the capital and management are Dutch, the tracks German, and the cars French.

#### MARKS.

There are no laws here requiring goods to show the country of manufacture.

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<sup>1</sup>Also in Consular Reports No. 228, September, 1899.

## TRANSPORTATION.

Transportation throughout Dutch-India is very good, though rather expensive. The islands and ports are all connected by a line of steamers subsidized by the Government, concerning which I reported in my special report on the merchant marine, of September 15, 1899.<sup>1</sup>

The cheapest way of shipping from the United States to this colony is via Liverpool or London, thence direct to Batavia. I do not recommend shipping via Singapore or Holland, as the cost of transshipment is apt to be greater. Via Singapore, too, one must always allow for a good percentage of loss. (See my report on the subject, of September 22, 1899.)<sup>2</sup>

From San Francisco and the Pacific coast, goods must be shipped to Hongkong, thence to Batavia, Samarang, or Soerabaya. The time of shipment for freight between New York and Java, or San Francisco and Java, is about two months at the outside, allowing liberally for delays in transshipment.

## BANKS, CURRENCY, ETC.

There are many good banks here, both Dutch and English, all of which buy and sell exchange on American and European houses at reasonable rates. They will frequently furnish information about the credit and standing of business houses. In fact, it is the only way to ascertain the financial standing of firms here, as there are no mercantile agencies such as Dun's or Bradstreet's.

The currency of Netherlands-India is the guilder, which is called by any one of three names—gulden, florin, and guilder. Out here it is sometimes called rupee, but it must not be confused with the British-Indian rupee, which is a very different coin.

The standard is the single gold one, as in Holland, and with the exception of Japan this is the only place east of Suez where the gold standard prevails. It differs in this respect from Japan, that while the latter keeps its silver coins at par with gold at, I understand, about 22 to 1, Holland and its colonies maintain theirs at about 16 to 1.

The par value of the guilder is \$0.402, and it is divided into 100 cents (Dutch). Very little Dutch gold is in circulation here, as the natives and Chinese do not like it as well as silver. All the currency in circulation over 2½-guilder silver pieces (called rijksdaalders—i. e., dollars) is in notes of the Bank of Java, which is the Government bank of issue for Dutch India. Notes issued by the Bank of the Netherlands are, however, taken at a slight discount.

The fractional currency is the same as in Holland, down to and including the half-guilder pieces; below that the coins are minted especially for the East India colonies, the inscription on one side being in Dutch and on the other in Malay.

On account of the low price of silver, the silver rijksdaalder (dollar) and silver guilder are worth less than half their face value, the consequence being that counterfeiting is carried on to a considerable extent. The culprits are all Chinamen, who have their headquarters in Singapore. The chief remedy seems to be to suppress the dollars and

<sup>1</sup>See Special Consular Reports XVIII, Merchant Marine in Foreign Countries.

<sup>2</sup>Consular Reports No. 232, January, 1900: Advance Sheets No. 585.

guilders and replace them by paper, thus leaving only the small fractional currency, which it would hardly be worth anyone's while to counterfeit. The only objection to this scheme is that the big silver coins are very popular with the natives and Chinese, and their withdrawal might cause discontent.

The average rates of exchange are: Holland, par, about; England, 12 guilders to the pound; France, 210 francs to 100 guilders; Germany, 58 guilders to 100 marks; Austria, 100 guilders to 100 florins (Austrian); United States, 2.44 guilders to the dollar; Singapore, Amoy, and Hongkong, 1.17 guilders to the Mexican or British dollar.

#### TARIFF.

There is no change of importance in the tariff since my last report. The rates of duty will be seen in the appended list of American imports.

#### MISCELLANEOUS.

Harbor facilities are easily the best in the East. The harbor for Batavia is Tandjong Priok, about 10 miles from here, where there is every possible facility for shipping. Ships come alongside the wharves, and can discharge their cargoes into capacious warehouses or direct into the railroad cars for Batavia or the interior of Java.

There are no passport regulations here, but everyone coming to the colony has to report to the authorities and secure a permit (cost 60 cents) to travel in Netherlands-India. It is a mere formality, and the request is never, or rarely, refused. A special permission from the governor-general is necessary for those who wish to reside here permanently.

All Americans, Europeans, or half-castes who have declared their intention to reside here permanently, or have been here over six months, have to do service in the militia, unless they can be exempted by medical certificate. It is an extremely onerous measure and a great hindrance to business here, as drill occurs early in the afternoon, and an office will often find itself entirely denuded of clerks on its busiest day through militia requirements. Fines and sometimes imprisonment are the penalties for nonattendance at drills. Commercial travelers are not hindered or taxed in any way, beyond having to take out the 60-cent permit mentioned above. Their samples will always be admitted free, provided they take them out again. The customs officials are very liberal in their treatment of samples, and if there be the least difficulty, a word from the consul of the country represented by the traveler will always straighten things out.

Coasting trade and trade between ports here and in Holland is allowed only to ships of Dutch flag and registry. The regulations are, in fact, very similar to our own coastwise shipping laws; otherwise, there is no discrimination against foreign ships.

#### POSTAL RATES.

The postal rates are:

*For Netherlands-India.*—Letters, 10 cents Dutch (4 cents) for 15 grams (about one half ounce). Papers, books, photographs, samples, and all printed matter, 2 cents (0.8 cent) for 50 grams.

*Foreign (except the Straits Settlements and Holland).—*Letters, 25 cents (10 cents) for 15 grams (one-half ounce). Papers, books, photographs, samples, and all printed matter, 5 cents (2 cents) for 50 grams.

*Straits Settlements.*—Twelve and one-half cents Dutch (5 cents) for 15 grams, for letters. Printed matter, etc., same as foreign.

*To Holland.*—Letters, 15 cents (6 cents) for 15 grams. For printed matter, etc., same as foreign.

The Postal Savings Bank, which was started about a year and a half ago, and concerning which I reported in Consular Reports No. 219, December, 1898,<sup>1</sup> has been a great success, and there is a marked increase every month in its business. Deposits amount now to over \$600,000, drawing interest at 2.4 per cent.

#### FINANCES.

The finances of the colony are still in a poor condition. The budget for the year 1900 shows a deficit estimated at \$1,200,000. To meet this, it is proposed to abolish the free ports of Macassar, Riouw, and Pulo Way, and impose an export tax on all jungle produce. It is doubtful, however, if this will meet the requirements, and another big colonial loan will probably soon have to be resorted to. A number of public works are projected, and the ultimate cost is sure to largely exceed the estimates.

Within the last year two new railroads have been opened, one about 40 miles west of here to Tangerang, and another about 80 miles southwest, to Rangkas-Bitoeng. The latter will eventually be extended to Serang, and finally to Anjer, which is on the Sunda Straits.

Last year, considerable progress was made in the war in Sumatra, the policy having been inaugurated of building light railways in territory conquered, and encouraging the natives to cultivate the soil and trade. By this method, it is hoped that they will be convinced that it will pay them better to be peaceable than to spend their time fighting.

The Pedir district is the only part that is now in a state of war. A railroad is projected there, and sooner or later this war, which has now lasted nearly thirty years, and cost the Dutch Government hundreds of millions of dollars and thousands of valuable lives, ought to come to an end.

There are at present three American business houses in Batavia and one in Soerabaya. All are doing well. There are only about a dozen Americans in Java, but there are many more in Sumatra working in the oil fields, and a number in Celebes, prospecting for the alleged gold mines.

No American ships have been here this year, but the American bark *Freeman* was at Macassar last April.

No cholera has been officially reported so far this year, and as the monsoon has just changed, we believe we may escape the visitation. But malarial fever and stomach and liver troubles are always prevalent. In fact, it is no exaggeration to say that, unless born here, one is never perfectly well for more than a week at a time.

The residence of the governor-general is at Buitenzorg, about 35 miles from here, and about 800 feet above sea level. It is much cooler there, especially at night, and some people live there and come down

<sup>1</sup>Also in Advance Sheets 268.

to Batavia every day to business, a journey of an hour and a half by rail.

Farther inland are Soekaboemi, Bandoeng, Garoet, Tjimahi, and Sindanglaya, all high up in the mountains and very cool. People go there to get rid of fever, but care must be taken not to incur bowel troubles. The coast cities of Java have an infamous climate, and I do not recommend any of them as a place of residence.

SIDNEY B. EVERETT, *Consul.*

BATAVIA, *October 31, 1899.*

*Imports, by countries, into Netherlands India for the year 1898.*

Holland .....	\$18,868,707
England .....	7,026,949
France .....	338,026
Germany .....	408,938
Italy .....	166,760
United States .....	1,388,728
For Government account (including specie) .....	3,281,638
Various countries (chiefly via Straits Settlements) .....	40,808,471
<b>Total .....</b>	<b>72,288,215</b>

*American imports into Netherlands India for the years ending December 31, 1897 and 1898.*

Articles.	Duty.	1897.	1898.
Earthenware .....	6 per cent ad valorem .....	\$6	\$11
Tin plate .....	Free .....		12
Tinware .....	10 per cent ad valorem .....	640	290
Liquors (exclusive of spirits) .....	do .....	427	
Drugs (except opium) .....	6 per cent ad valorem .....	1,733	148
Hams .....	10 per cent ad valorem .....	10	
Salt fish .....	do .....	2,568	982
Canned food .....	do .....	6,958	4,009
Machinery .....	Free .....	9,286	36,021
Distilled perfumes .....	\$20 per hectoliter .....		
Whisky .....	do .....		3
Glass .....	10 per cent ad valorem .....		20
Resin .....	Free .....	139,626	106,896
Lumber .....	do .....		3
Woodwork .....	6 per cent ad valorem .....	741	454
Iron and steel work .....	16 per cent ad valorem .....	118,752	7,254
Instruments, mathematical, surgical, etc .....	Free .....	122	673
Instruments, musical .....	6 per cent ad valorem .....		120
Copper ware .....	10 per cent ad valorem .....		60
Dry goods .....	6 per cent ad valorem .....	850	1,546
Lamps .....	do .....		45
Leather ware .....	10 per cent ad valorem .....	126	914
Sugar machinery .....	Free .....		480
Woolen goods .....	6 per cent ad valorem .....		160
Sail cloth .....	do .....		246
Flour .....	10 per cent ad valorem .....	30	
Furniture .....	6 per cent ad valorem .....		108
Petroleum (60,865,967 liters) .....	10 cents per hectoliter import duty and 80 cents per hectoliter internal-revenue duty.	1,361,266	1,217,820
Miscellaneous oils .....	6 per cent ad valorem .....	3,568	7,234
Paper .....	10 per cent ad valorem .....	11	40
Carriages .....	6 per cent ad valorem .....	1,768	3,469
Cordage .....	Free .....	1	
Tobacco .....	\$20 per 100 kilograms .....		13
Clocks and watches .....	6 per cent ad valorem .....	250	58
Boats .....	do .....	135	
Paints .....	do .....		340
Firearms .....	do .....	21	77
Seeds .....	do .....		20
All other goods .....	do .....	1,200	
<b>Total .....</b>		<b>1,650,095</b>	<b>1,388,726</b>
<b>Decrease .....</b>			<b>261,369</b>



*Pilot dues at Tandjong Priok (Batavia).*

[1 cubic meter = 1.308 cubic yards, or 2,204.6 pounds, of water.]

Tonnage of vessel in cubic meters, net.	Pilot dues.		Mode of application of scale.
	Florins.	United States currency.	
Not exceeding 100 .....	Free.	.....	a. Vessels which have been allowed by the master attendant to enter and to leave the harbor without taking a pilot are to pay half the pilot dues if not in charge of a pilot, except in the case subdivision b. b. Vessels entering or leaving the harbor between sunset and sunrise always have to pay double the pilot dues. c. No pilot dues are chargeable to ships for shifting in port, even when in charge of a pilot. d. Dutch and foreign men-of-war and Government ships are free from pilot dues if allowed by the master attendant to enter and to leave the harbor without a pilot.
From 100 to 500 .....	2.50	\$1.00	
From 500 to 1,500 .....	5.00	2.01	
From 1,500 to 2,500 .....	10.00	4.02	
From 2,500 to 3,500 .....	15.00	6.08	
For every 1,000 more, or part thereof.	5.00	2.01	

*Quay dues in Tandjong Priok.*

[1 meter = 39.37 inches.]

Length of quay occupied by vessel, in meters.	Quay dues per day.		Mode of application of scale.
	Florins.	United States currency.	
Under 25 .....	Free.	.....	a. The day at which the vessel is moored and at which she leaves the quay to count as full days. b. One day is never to be charged twice to the same vessel. c. Vessels under 25 meters in length are only admitted alongside the quays if there is sufficient room and if no larger vessel is desired to moor alongside the quays. d. On vessels being moored alongside of each other, because there is not sufficient room alongside the quays, each vessel has to pay half of the quay dues chargeable to the vessel moored nearest to the quay, it being the rule that no vessel is to be moored to any vessel alongside the quay smaller than the one which is to take its moorings. A vessel, however, has never to pay more than it would have to pay when lying alongside of quay under ordinary circumstances. e. No quay dues are chargeable to Government vessels and craft. f. Sailing ships pay half the quay dues fixed, but pay full quay dues when moored alongside the coal wharf. g. Native craft, and vessels with unstamped annual certificates of registry, are not subjected to quay dues; they are only admitted alongside of the quays when the master attendant is of opinion that this may be allowed without prejudice or inconvenience to other vessels.
From 25 to 30 .....	15.00	\$6.08	
From 30 to 40 .....	17.50	7.84	
From 40 to 50 .....	20.00	8.04	
From 50 to 60 .....	22.50	9.04	
From 60 to 70 .....	25.00	10.05	
From 70 to 80 .....	27.50	11.05	
From 80 to 90 .....	30.00	12.06	
From 90 to 100 .....	32.50	13.06	
From 100 to 110 .....	35.00	14.07	
From 110 to 120 .....	37.50	15.07	
For every 10 meters more, or part thereof.	2.50	1.00	

## JAPAN.

## REPORT FROM CONSULATE-GENERAL AT YOKOHAMA.

I transmit herewith tables showing the foreign trade of Japan during the year ending December 31, 1898. In the preparation of these tables, the Japanese yen has been valued at 49.8 cents in United States currency.

JOHN F. GOWEY,  
*Consul-General.*

YOKOHAMA, June 14, 1899.

*Total foreign trade of Japan by countries during the year 1898.*

Countries.	Exports to—	Imports from—
<b>Asia:</b>		
China .....	\$14,538,201.15	\$15,200,882.78
Hongkong .....	15,176,000.21	7,920,424.57
British India .....	3,064,956.10	20,300,594.91
Anam and French India .....	55,487.66	13,280,885.11
Korea .....	2,910,477.34	2,388,423.94
Siam .....	20,776.56	2,078,457.78
Russian Asia .....	1,086,622.06	843,696.66
Philippine Islands .....	57,485.63	1,640,503.13
Dutch India .....	18,254.19	826,483.79
<b>Europe:</b>		
Great Britain .....	8,876,254.21	31,228,371.35
Germany .....	1,229,682.52	12,754,259.08
France .....	10,207,210.69	3,476,081.58
Belgium .....	50,380.17	2,149,718.09
Switzerland .....	117,869.63	1,742,158.38
Italy .....	1,287,710.28	192,137.86
Austria .....	174,213.35	294,480.35
Holland .....	185,707.69	120,948.76
Russia .....	229,380.79	57,912.92
Spain .....	19,021.11	65,233.52
Sweden and Norway .....	4,643.35	68,995.91
Denmark .....	38,042.80	7,062.64
Turkey .....	22,338.79	8,609.42
Portugal .....	425.79	9,317.58
<b>America:</b>		
United States .....	23,560,955.19	19,920,546.80
Canada and British America .....	1,178,078.76	78,180.52
Mexico .....	14,318.00	1,826.17
Peru .....	864.58	1,486.08
<b>Australia</b> .....	993,848.64	606,911.13
Hawaii .....	887,243.79	11,927.60
Egypt .....	57,690.81	177,167.48
Other countries .....	102,413.70	579,372.20
Unknown .....	8,178.24	71,067.50
<b>Total</b> .....	<b>81,072,732.70</b>	<b>138,196,074.19</b>

*Japanese exports and imports of specie and bullion during the year 1898.*

Description.	Exports.	Imports.
Gold coin and bullion .....	\$23,048,108.82	\$18,489,820.99
Silver coin and bullion .....	20,271,656.58	2,756,942.00
<b>Total</b> .....	<b>43,319,765.35</b>	<b>21,196,762.99</b>

*Customs duties collected by Japan during the year 1898.*

On exports .....	\$1,035,876.11
On imports .....	3,127,748.65
Miscellaneous .....	156,475.24
<b>Total</b> .....	<b>4,320,100.00</b>

*Value of exports from Japan during the year 1898.*

Articles.	Values.	Articles.	Values.
Antimony:		Iron, manufactures of	\$100,356.45
Ore	\$107,865.80	Ivory, manufactures of	46,292.09
Manufactures of	25,462.74	Jinrikishas	46,693.02
Awaishells	85,718.26	Kanten, or colle vegetale	304,445.33
Bamboo	255,206.58	Lacquered ware	390,032.60
Bamboo ware	172,774.68	Lamps, and parts of	105,296.63
Beche de mer	144,992.70	Leather	41,063.51
Beer	71,615.39	Leather, manufactures of	36,063.17
Birds, stuffed and skins	36,258.38	Lily bulbs	64,152.36
Brass wire	55,802.39	Machinery, cotton gins	41,877.32
Bronzes	103,258.81	Manganese	77,853.83
Brushes	41,738.87	Matches	3,124,426.60
Brushes, tooth	109,589.38	Match sticks	75,202.96
Buttons	104,620.84	Matting, floor	1,961,348.10
Camphor	584,937.85	Menthol crystals	52,889.09
Camphor oil	41,060.10	Mushrooms	314,696.15
Carpets of hemp and cotton	423,677.98	Oranges	39,130.85
Charcoal	49,161.56	Paper:	
Cigarettes	66,453.62	Tissue or stenciling	138,368.80
Clocks	77,905.04	Wall	91,735.51
Cloisonné ware	68,163.67	Copying	57,964.71
Coal	6,096,829.76	Napkins	56,677.83
Copper:		Lanterns	45,845.88
Crude and refined	3,619,003.35	Miscellaneous articles of	125,606.56
Manufactures of	128,177.28	Peppermint oil	25,917.41
Corals	84,420.46	Porcelain and earthenware	991,408.94
Cords and braids	44,183.06	Rags	108,842.47
Cotton:		Rice	2,948,252.13
Raw	108,711.41	Sake	121,667.78
Flannels	174,713.34	Salt	107,467.40
Tissues, handkerchiefs, etc.	46,215.40	Screens	172,850.33
Tissues, mixed	81,493.72	Seaweed	354,222.92
Towels	127,022.95	Silk:	
Gray shirtings	192,340.55	Raw	20,989,610.68
Blankets	102,077.55	Noshi	589,232.67
Crepes	157,332.64	Waste	788,360.97
Underclothing	69,011.84	Handkerchiefs	1,770,447.27
T cloths	116,894.05	Shawls	44,256.76
Tissues, various	524,803.85	Tissues—	
Yarns	10,013,059.83	Habuti	6,008,641.49
Cuttle fish	681,591.99	Khaki	286,628.40
Fans	243,618.08	Crepe, etc	72,147.76
Feathers	67,696.13	Soap, toilet	48,292.55
Fish:		Soy	78,367.27
Oil	195,077.06	Straw plaits	1,197,193.49
Salmon and cod	41,141.27	Sulphur	237,552.97
Shell	287,165.55	Tea:	
Shark fins	66,790.27	Pan-fired	2,635,244.69
Shrimp	134,729.42	Basket-fired	1,280,276.33
Flour	98,501.49	Lump	80,321.73
Furniture	65,582.12	Dust	121,466.59
Furs	87,429.88	Tea—box boards	153,370.55
Gall nuts	60,875.02	Timber	280,328.49
Gentian	32,983.99	Tobacco, leaf	17,593.34
Ginger	33,069.19	Umbrellas	342,223.11
Ginseng	211,070.88	Wax, vegetable	205,690.48
Glassware	52,402.55	Wood, manufactures of	205,648.10
Glass, looking	97,705.11	Miscellaneous	4,714,751.33
Ground nuts	57,280.42		
Hats and caps	47,142.17	Total	81,072,782.70
Hides and skins	64,645.88		

*Value of imports into Japan during the year 1898.*

Articles.	Values.	Articles.	Values.
Acid:		Linen tissues.....	\$86,077.81
Carbolic.....	\$64,562.81	Liquor, Chinese.....	81,002.19
Salicylic.....	127,981.72	Locomotives.....	2,124,895.29
Alcohol.....	1,344,591.04	Logwood extract.....	118,640.98
Beans, pease, and pulse.....	3,536,349.29	Machinery:	
Belting and hose.....	98,140.94	Mining.....	105,354.89
Bismuth, subnitrate.....	80,804.48	Paper-making.....	25,067.83
Blankets.....	289,196.37	Spinning.....	1,588,208.48
Bone manure.....	110,401.62	Malt.....	146,167.98
Brass tubes.....	83,645.06	Mats, packing.....	82,521.59
Caoutchouc, manufactures of.....	189,417.59	Mercury.....	87,798.89
Cars, railway.....	247,595.14	Milk, condensed.....	179,205.80
Carriages, bicycles, etc.....	119,951.77	Molasses and sirup.....	75,835.44
Celluloid.....	202,525.64	Mousseline de laine.....	2,195,558.99
Cement, Portland.....	136,862.86	Nickel.....	74,999.80
Chlorate of potash.....	814,765.88	Oil—	
Clocks.....	115,518.07	Cake.....	2,298,263.57
Coal.....	198,796.12	Kerosene.....	8,761,334.24
Cocoons.....	105,637.75	Lubricating.....	199,869.31
Corks.....	75,079.97	Paints.....	118,913.93
Cotton:		Paper:	
Prints.....	586,040.92	Match.....	87,245.62
Shirtings—		Glazed, fancy.....	96,261.95
Dyed.....	81,426.49	Packing.....	114,988.40
Gray.....	2,182,489.48	Printing.....	1,187,041.07
Twilled.....	57,222.69	Paraffin wax.....	184,638.80
White.....	352,757.80	Phosphorus, amorphous.....	148,580.00
Raw.....	22,780,696.76	Photographic instruments.....	108,349.94
Waste.....	59,900.44	Plush or velvets, mixtures.....	298,548.51
Drills.....	52,681.98	Pulp.....	111,352.80
Handkerchiefs.....	150,370.10	Rails.....	1,810,597.06
Satins.....	819,824.04	Railway material.....	811,584.66
Thread.....	178,667.96	Rice.....	24,013,465.88
Yarns.....	4,256,699.32	Salt-peter.....	97,669.25
Velvets.....	405,018.44	Satins.....	114,474.26
Seed.....	288,098.48	Serges.....	18,417.04
Dyes:		Silk—	
Alizarin.....	74,385.26	Pongee.....	98,820.18
Aniline.....	606,988.32	Faced cotton satins.....	69,871.89
Dynamite.....	262,780.32	Yarns.....	160,285.28
Eggs.....	245,291.39	Soda ash.....	91,661.88
Electric-light apparatus.....	801,738.70	Soda—	
Electric-light wire.....	160,170.00	Bicarbonate.....	71,880.88
Electric-dynamos and instruments.....	45,624.17	Caustic.....	210,511.57
Engines and boilers.....	347,192.15	Sporting guns and accessories.....	76,984.82
Fire engines and pumps.....	117,946.32	Steel.....	480,248.79
Fish manure.....	68,884.44	Steel wire for umbrellas.....	45,682.04
Flannels.....	677,298.92	Steel-wire rope.....	60,420.85
Flax, hemp, jute, and China grass.....	294,077.47	Sugar—	
Flax or linen yarns.....	124,990.58	Brown.....	3,652,182.60
Flax or linen canvas.....	34,786.00	White.....	10,425,557.83
Flour.....	1,007,161.67	Superphosphate.....	134,476.98
Foils and powders of metals.....	80,299.51	Tea lead.....	78,814.56
Glass:		Telegraph cables.....	92,264.96
Window.....	388,568.89	Telegraph wire.....	208,603.32
Plate.....	80,507.18	Telephones.....	79,720.34
Glycerin.....	102,979.43	Timber.....	168,583.24
Hats, caps, and bonnets.....	128,213.67	Tin.....	113,174.48
Hides.....	292,798.60	Tin plates.....	204,888.16
Implements and tools.....	182,922.67	Tobacco—	
Indigo.....	1,180,865.87	Leaf.....	2,254,774.68
Iron:		Cut.....	86,052.91
Bar and rod.....	2,022,778.89	Cigars.....	98,889.86
Pig.....	687,958.61	Cigarettes.....	866,971.85
Plate and sheet.....	700,115.79	Turkey-red cambrics.....	216,079.21
Corrugated and galvanised sheet.....	422,017.15	Victoria lawns.....	51,840.81
Nails.....	572,870.81	Watches.....	1,474,185.08
Wheels, axles, and springs.....	467,546.80	Wheat.....	71,668.67
Bridge and building.....	950,468.88	Whisky in bottles.....	88,581.83
Screws.....	74,007.78	Wine in casks.....	190,264.88
Pipes and tubes.....	668,804.12	Wool.....	518,123.86
Wire.....	59,722.15	Woolen—	
Italian cloth.....	581,998.46	Cloths.....	1,896,196.29
Lacquer.....	108,446.55	Mixtures.....	221,183.71
Lard, tallow, and grease.....	81,628.18	Yarns.....	891,025.62
Lathes, turning.....	121,448.77	Zinc, sheet.....	277,108.61
Lead.....	181,870.60	Miscellaneous.....	16,981,226.80
Leather:		Total.....	188,196,074.19
Sole.....	357,005.74		
Other.....	528,005.08		

*Exports from Japan to the United States during the year 1898.*

Articles.	Values.	Articles.	Values.
<b>Silk:</b>		<b>Manganese</b> .....	\$36,484.84
Raw .....	\$12,620,017.70	Bamboos, in raw state .....	25,967.68
Noshi .....	15,392.68	Lacquered ware .....	23,250.62
<b>Tissues—</b>		Bronze .....	20,248.68
Chirimen .....	3,169.27	Clothing and apparel .....	17,678.00
Habutae .....	1,999,720.99	Shellfish and seaweed .....	16,362.79
Kaiki .....	238,306.45	Wax, vegetable .....	16,257.21
Handkerchiefs .....	756,478.43	Wood, manufactures of .....	12,490.84
Manufactures, various .....	111,546.02	Comestibles, sundry .....	12,880.28
<b>Tea:</b>		Mushrooms .....	11,885.77
Green—		Plants, trees, etc .....	11,478.90
Pan fired .....	2,121,553.70	Fish, dried and salted .....	11,378.30
Basket fired .....	1,041,107.85	Cotton tissues .....	10,892.75
Black and bancha .....	2,542.79	Ivory, manufactures of .....	10,716.98
Dust .....	94,615.52	Furniture .....	8,566.98
Lump .....	24,552.89	Soy .....	8,088.02
Matting, floor .....	1,846,815.08	Tablecloths .....	6,794.71
Rice .....	847,273.83	Umbrellas, and parts of .....	6,711.05
Porcelain, earthenware, and ship-		Oranges .....	5,567.64
poki .....	337,034.45	Menthol crystals .....	4,419.25
Straw plaits .....	253,642.85	Books .....	3,572.15
Camphor and camphor oil .....	210,487.67	Sake .....	3,555.72
Carpets of hemp and cotton .....	134,598.44	Drugs and chemicals, sundry .....	2,520.88
Brushes .....	133,496.87	Shells, awabi .....	2,445.68
Sulphur .....	116,451.82	Chillies .....	2,271.88
Fans .....	114,936.41	Photographs and pictures .....	2,247.97
Rags .....	108,281.71	Seeds, grains, etc., sundry .....	1,822.18
Coal .....	50,047.51	Gallnuts .....	1,614.52
<b>Paper:</b>		Matches .....	1,442.21
Tissue or stenciling .....	68,384.86	Furs .....	1,284.84
Napkins .....	47,482.81	Feathers .....	1,127.97
Copying .....	29,541.86	Timber .....	1,088.58
Miscellaneous manufactures of		Leather .....	892.42
Lanterns .....	26,064.82	Rape-seed oil .....	747.00
Bamboo, manufactures of .....	39,246.88	Tortoise-shell ware .....	648.89
Screens .....	37,119.92	Miscellaneous .....	150,245.62
Tissues, miscellaneous .....	36,893.83		
Toys .....	31,751.48	<b>Total</b> .....	23,560,965.19
Lily bulbs .....	28,207.72		
Metals, miscellaneous, manufac-			
tures of .....	28,064.71		

*Imports into Japan from the United States during the year 1898.*

Articles.	Values.	Articles.	Values.
<b>Cotton:</b>		<b>Provisions—Continued.</b>	
Raw .....	\$7,346,097.60	Beans and sundry grain .....	\$9,989.38
Duck .....	60,721.14	Fruits and nuts .....	8,007.84
Tissues, etc., various .....	11,242.85	Ham and bacon .....	4,145.85
<b>Oil:</b>		Cheese .....	3,721.06
Kerosene .....	2,943,565.45	Salt .....	3,007.42
Lubricating .....	189,300.76	Coffee .....	2,717.09
<b>Machinery:</b>		Miscellaneous .....	115,597.25
Locomotives .....	995,547.82	<b>Iron:</b>	
Steam engines and boilers .....	52,229.24	Rails .....	801,646.54
Agricultural implements .....	41,529.71	Nails .....	486,962.37
Mining .....	25,506.56	Bridges and building material .....	389,087.10
Fire engines and parts .....	18,681.47	Railway material .....	168,919.61
Scales, balances, and measures .....	15,419.57	Pipes .....	118,941.32
Sewing, and parts .....	14,847.37	Pig .....	113,004.17
Printing .....	7,412.73	Plate and sheet .....	40,700.05
Lathes .....	7,327.07	Bar and rod .....	26,785.13
Paper making .....	6,873.40	Screws, bolts, and nuts .....	14,123.78
Sawing .....	5,474.02	Wheels, axles, and springs .....	12,462.95
Meters—water, gas, and steam .....	5,311.67	Wire and rope .....	6,672.70
Type-writers and copying		Grates, stoves, and fenders .....	5,581.09
presses .....	5,061.21	Sundry, manufactures of .....	45,220.89
Oil engines .....	4,446.14	<b>Tobacco:</b>	
Gas engines .....	1,629.95	Leaf .....	795,921.03
Miscellaneous .....	235,877.20	Cigarettes .....	599,234.93
<b>Provisions:</b>		Cut .....	69,213.04
Flour .....	968,895.58	Sundry, manufactures of .....	6,027.29
Condensed milk .....	86,932.37	<b>Paper:</b>	
Wheat .....	35,444.65	Printing .....	441,580.78
Salted fish .....	22,816.38	Sundry, manufactures of .....	24,446.52
Butte .....	18,127.20	Pulp .....	15,437.00
Salted meat in casks .....	13,954.45		

*Imports into Japan from the United States during the year 1898—Continued.*

Articles.	Values.	Articles.	Values.
Leather:		Candles and sundry waxes and oils.	\$12,941.02
Sole .....	\$256,187.14	Soap .....	11,960.96
Other than sole .....	71,062.15	Ink, printing .....	11,744.38
Belting and hose .....	37,658.76	Copper, manufactures of .....	10,652.22
Boots and shoes .....	11,532.19	Foils and powders of metal .....	10,178.62
Hides .....	8,410.72	Whisky .....	9,880.82
Electric-light apparatus .....	202,849.84	Brass, manufactures of .....	9,107.92
Electric-light wire .....	75,282.66	Vessel, sailing .....	8,964.00
Electric dynamos .....	21,504.64	Aluminum .....	8,285.72
Electric telephones and parts .....	18,585.32	Locks, bolts, hinges, etc .....	8,221.48
Electric lamps .....	6,154.28	Pencils .....	7,404.76
Alcohol .....	198,123.32	Beer .....	7,132.35
Watches:		Tollet articles .....	6,897.02
Silver .....	125,175.29	Stationery .....	6,653.78
Gold and platinum .....	72,645.25	Nickel .....	6,452.59
Nickel and other .....	65,513.39	Furniture .....	4,524.33
Movements and accessories .....	15,270.07	Turpentine, pitch, and tar .....	4,152.32
Paraffin wax .....	113,925.97	Photographic apparatus .....	4,101.53
Bicycles and other vehicles .....	104,735.38	Mats, packing .....	4,056.21
Timber .....	58,125.07	Wool and woolen tissues .....	3,947.15
Lead .....	57,975.67	Confectionery .....	3,857.01
Mercury .....	47,834.39	Lamps .....	3,731.51
Sugar .....	45,104.86	Sugar of milk .....	3,499.94
Arms and munitions of war .....	35,276.83	Ginseng .....	3,405.32
Clocks:		Hoofs and horns .....	3,235.01
Parts of .....	34,583.61	Musical instruments .....	2,883.92
Complete .....	9,670.16	Bristles for brushes .....	2,708.62
Celluloid .....	30,824.71	Liquors various .....	2,275.86
Metals, miscellaneous, manufactures of .....	29,281.40	Cutlery .....	2,174.77
Drugs and chemicals, sundry .....	28,410.90	Linens .....	1,984.08
Paints, colors, and dyes .....	28,022.46	Hops .....	1,839.11
Books .....	25,503.58	Cattle .....	1,743.00
Sporting guns and accessories .....	24,443.33	Cordage .....	1,560.73
Caoutchouc and manufactures of .....	23,883.58	Malt .....	1,318.21
Clothing .....	23,041.96	Horses .....	1,123.00
Bones .....	20,438.92	Rum .....	1,061.24
Superphosphates and other manures .....	20,352.26	Oak bark .....	1,047.29
Wine .....	20,044.50	Jewelry .....	988.53
Scientific instruments, sundry .....	18,735.76	Blacking, shoe .....	912.83
Surveying instruments .....	18,604.78	Pictures .....	863.08
Tissues, yarns, and threads, various .....	17,986.27	Grindstones and whetstones .....	756.46
Steel, manufactures of .....	16,949.43	Porcelain .....	722.60
Liquid gold, silver, and platinum .....	14,994.78	Glass, manufactures of .....	689.73
Rosin .....	13,980.85	Miscellaneous .....	140,849.99
Surgical instruments .....	13,644.20		
		Total .....	19,920,546.80

*Merchant vessels entered from foreign countries at ports of Japan during the year ended December 31, 1898.*

Flag.	Steamers.		Sailing vessels.	
	Number.	Tons.	Number.	Tons.
American .....	43	101,047	26	39,203
Argentine .....	2	430		
Austrian .....	16	41,940		
British .....	712	1,408,160	59	92,577
Chinese .....	17	16,023		
Danish .....	1	2,788		
Dutch .....	7	8,454	1	1,891
French .....	31	64,860	1	1,229
German .....	240	329,447	17	31,700
Hawaiian .....	10	23,388	1	958
Japanese .....	701	845,458	1,213	36,879
Korean .....	14	4,875	1	62
Norwegian .....	148	152,904	2	2,100
Russian .....	93	175,192	17	1,438
Swedish .....			1	10
Total .....	2,035	3,174,516	1,389	207,047

Grand total of both classes, 3,374; tonnage, 3,881,563

*Exports from Japan to the United States during the year 1898.*

Articles.	Values.	Articles.	Values.
<b>Silk:</b>		<b>Manganese</b> .....	\$26,484.84
Raw .....	\$12,620,017.70	Bamboos, in raw state .....	25,987.63
Noshi .....	15,392.68	Lacquered ware .....	23,250.62
<b>Tissues—</b>		Bronze .....	20,248.68
Chirimen .....	3,169.27	Clothing and apparel .....	17,678.00
Habutae .....	1,999,720.99	Shellfish and seaweed .....	16,362.79
Kaiki .....	238,806.45	Wax, vegetable .....	16,257.21
Handkerchiefs .....	756,478.43	Wood, manufactures of .....	12,490.84
Manufactures, various .....	111,546.02	Comestibles, sundry .....	12,880.28
<b>Tea:</b>		Mushrooms .....	11,985.77
Green—		Plants, trees, etc .....	11,478.90
Pan fired .....	2,121,558.70	Fish, dried and salted .....	11,378.80
Basket fired .....	1,041,107.85	Cotton tissues .....	10,892.75
Black and bancha .....	2,542.79	Ivory, manufactures of .....	10,716.96
Dust .....	94,615.62	Furniture .....	8,595.98
Lump .....	24,552.89	Soy .....	8,088.02
Matting, floor .....	1,846,315.08	Tablecloths .....	6,794.71
Rice .....	347,273.83	Umbrellas, and parts of .....	6,711.05
Porcelain, earthenware, and ship-		Oranges .....	5,567.64
poki .....	337,034.45	Menthol crystals .....	4,419.25
Straw plaits .....	253,642.85	Books .....	3,572.15
Camphor and camphor oil .....	210,487.67	Sake .....	3,556.72
Carpets of hemp and cotton .....	134,598.44	Drugs and chemicals, sundry .....	2,520.88
Brushes .....	133,496.87	Shells, awabi .....	2,445.68
Sulphur .....	116,451.82	Chillies .....	2,271.88
Fans .....	114,936.41	Photographs and pictures .....	2,247.97
Rags .....	103,281.71	Seeds, grains, etc., sundry .....	1,822.18
Coal .....	50,047.51	Gallnuts .....	1,614.52
<b>Paper:</b>		Matches .....	1,442.21
Tissue or stencilling .....	68,384.86	Furs .....	1,284.84
Napkins .....	47,482.81	Feathers .....	1,127.97
Copying .....	29,541.36	Timber .....	1,083.53
Miscellaneous manufactures of		Leather .....	892.42
Lanterns .....	26,064.32	Rape-seed oil .....	747.00
Bamboo, manufactures of .....	39,246.38	Tortoise-shell ware .....	648.89
Screens .....	37,119.92	Miscellaneous .....	150,245.62
Tissues, miscellaneous .....	36,893.33		
Toys .....	31,751.48		
Lily bulbs .....	28,207.72		
Metals, miscellaneous, manufac-		<b>Total</b> .....	23,580,965.19
tures of .....	28,084.71		

*Imports into Japan from the United States during the year 1898.*

Articles.	Values.	Articles.	Values.
<b>Cotton:</b>		<b>Provisions—Continued.</b>	
Raw .....	\$7,346,097.60	Beans and sundry grain .....	\$9,989.38
Duck .....	60,721.14	Fruits and nuts .....	8,007.84
Tissues, etc., various .....	11,242.85	Ham and bacon .....	4,145.85
<b>Oil:</b>		Cheese .....	3,721.06
Kerosene .....	2,943,565.45	Salt .....	3,007.42
Lubricating .....	189,300.76	Coffee .....	2,717.09
<b>Machinery:</b>		Miscellaneous .....	115,597.25
Locomotives .....	995,547.82	<b>Iron:</b>	
Steam engines and boilers .....	52,229.24	Rails .....	801,646.54
Agricultural implements .....	41,529.71	Nails .....	496,962.37
Mining .....	25,506.56	Bridges and building material .....	399,087.10
Fire engines and parts .....	18,681.47	Railway material .....	168,919.61
Scales, balances, and measures .....	15,419.67	Pipes .....	118,941.32
Sewing, and parts .....	14,847.37	Pig .....	113,004.17
Printing .....	7,412.78	Plate and sheet .....	40,700.05
Lathes .....	7,327.07	Bar and rod .....	26,785.13
Paper making .....	6,873.40	Screws, bolts, and nuts .....	14,123.78
Sawing .....	5,474.02	Wheels, axles, and springs .....	12,462.95
Meters—water, gas, and steam .....	5,311.67	Wire and rope .....	6,672.70
Typewriters and copying		Grates, stoves, and fenders .....	5,561.09
presses .....	5,051.21	Sundry, manufactures of .....	45,220.89
Oil engines .....	4,446.14	<b>Tobacco:</b>	
Gas engines .....	1,629.95	Leaf .....	795,921.03
Miscellaneous .....	235,877.20	Cigarettes .....	599,234.98
<b>Provisions:</b>		Cut .....	69,213.04
Flour .....	988,896.53	Sundry, manufactures of .....	6,027.29
Condensed milk .....	86,982.37	<b>Paper:</b>	
Wheat .....	35,444.65	Printing .....	441,580.78
Salted fish .....	22,816.38	Sundry, manufactures of .....	24,446.82
Butte .....	18,127.20	Pulp .....	15,437.00
Salted meat in casks .....	13,954.46		

*Imports into Japan from the United States during the year 1898—Continued.*

Articles.	Values.	Articles.	Values.
<b>Leather:</b>		<b>Candles and sundry waxes and oils.</b>	<b>\$12,941.02</b>
Sole .....	\$256,187.14	Soap .....	11,990.96
Other than sole .....	71,062.15	Ink, printing .....	11,744.83
Belt and hose .....	37,658.76	Copper, manufactures of .....	10,652.22
Boots and shoes .....	11,532.19	Foils and powders of metal .....	10,178.62
Hides .....	8,410.72	Whisky .....	9,880.82
Electric-light apparatus .....	202,849.34	Brass, manufactures of .....	9,107.92
Electric-light wire .....	75,282.66	Vessel, sailing .....	8,964.00
Electric dynamos .....	21,504.64	Aluminum .....	8,285.72
Electric telephones and parts .....	18,585.32	Locks, bolts, hinges, etc .....	8,221.48
Electric lamps .....	6,154.28	Pencils .....	7,404.76
Alcohol .....	196,123.32	Beer .....	7,132.85
<b>Watches:</b>		Toilet articles .....	6,967.02
Silver .....	125,175.29	Stationery .....	6,897.30
Gold and platinum .....	72,645.25	Nickel .....	6,653.78
Nickel and other .....	65,513.39	Soda, bicarbonate .....	6,452.59
Movements and accessories .....	15,270.07	Furniture .....	4,524.83
Paraffin wax .....	113,925.97	Turpentine, pitch, and tar .....	4,152.32
Bicycles and other vehicles .....	104,735.38	Photographic apparatus .....	4,101.55
Timber .....	58,125.07	Mats, packing .....	4,056.21
Lead .....	57,975.67	Wool and woolen tissues .....	3,947.15
Mercury .....	47,834.39	Confectionery .....	3,857.01
Sugar .....	45,104.86	Lamps .....	3,731.01
Arms and munitions of war .....	35,276.88	Sugar of milk .....	3,499.94
<b>Clocks:</b>		Ginseng .....	3,405.32
Parts of .....	34,583.61	Hoofs and horns .....	3,235.01
Complete .....	9,670.16	Musical instruments .....	2,883.92
Celluloid .....	30,824.71	Bristles for brushes .....	2,708.62
Metals, miscellaneous, manufactures of .....	29,281.40	Liquors various .....	2,275.86
Drugs and chemicals, sundry .....	28,410.90	Cutlery .....	2,174.77
Paints, colors, and dyes .....	28,022.46	Linens .....	1,984.08
Books .....	26,503.58	Hops .....	1,839.11
Sporting guns and accessories .....	24,443.33	Cattle .....	1,743.00
Scoutchouc and manufactures of .....	23,883.58	Cordage .....	1,560.73
Clothing .....	23,041.96	Malt .....	1,318.21
Bones .....	20,438.92	Horses .....	1,123.00
Superphosphates and other manures .....	20,352.26	Rum .....	1,061.24
Wine .....	20,044.50	Oak bark .....	1,047.29
Scientific instruments, sundry .....	18,735.76	Jewelry .....	988.53
Surveying instruments .....	18,604.78	Blacking, shoe .....	912.83
Tissues, yarns, and threads, various .....	17,966.27	Pictures .....	863.03
Steel, manufactures of .....	16,949.43	Grindstones and whetstones .....	756.46
Liquid gold, silver, and platinum .....	14,994.78	Porcelain .....	722.60
Rosin .....	13,980.85	Glass, manufactures of .....	689.73
Surgical instruments .....	13,644.20	Miscellaneous .....	140,849.99
		<b>Total .....</b>	<b>19,920,546.80</b>

*Merchant vessels entered from foreign countries at ports of Japan during the year ended December 31, 1898.*

Flag.	Steamers.		Sailing vessels.	
	Number.	Tons.	Number.	Tons.
American .....	43	101,047	26	39,203
Argentine .....	2	490		
Austrian .....	16	41,940		
British .....	712	1,408,160	59	92,577
Chinese .....	17	16,023		
Danish .....	1	2,788		
Dutch .....	7	6,454	1	1,391
French .....	31	64,960	1	1,229
German .....	240	329,447	17	31,700
Hawaiian .....	10	23,388	1	856
Japanese .....	701	845,458	1,213	36,879
Korean .....	14	4,875	1	62
Norwegian .....	148	152,904	2	2,100
Russian .....	98	175,192	17	1,438
Swedish .....			1	10
<b>Total .....</b>	<b>2,033</b>	<b>3,174,516</b>	<b>1,839</b>	<b>207,047</b>

Grand total of both classes, 3,374; tonnage, 3,381,563

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*Nationality, number, and tonnage of merchant vessels engaged in the coastwise trade of Japan during the year 1898.*

Nationality.	Entered.					
	Steamers.		Sailing vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
American.....	47	118,391	11	18,340	58	136,731
Japanese.....	827	1,239,362	7	612	834	1,239,974
Austrian.....	17	42,776	.....	.....	17	42,776
British.....	1,139	2,225,374	5	9,632	1,144	2,535,006
Chinese.....	6	5,630	.....	.....	6	5,630
Dutch.....	6	8,564	.....	.....	6	8,564
French.....	108	221,799	.....	.....	108	221,799
German.....	168	333,655	1	1,696	169	335,350
Hawaiian.....	18	42,180	.....	.....	18	42,180
Korean.....	2	351	.....	.....	2	351
Norwegian.....	62	78,541	.....	.....	62	78,541
Russian.....	5	4,429	1	350	6	4,779
Total.....	2,400	4,621,052	25	30,629	2,425	4,651,681

These figures relate to open ports and to Japanese vessels engaged in foreign trade also. The customs returns give no statistics of native vessels exclusively engaged in the coastwise trade.

#### SUPPLEMENTARY.

Pursuant to instructions contained in the Department's circular of July 10, 1899, I submit the following report on the commerce and industries of Japan, as supplemental to the matter transmitted in my dispatch of June 14, 1899.

#### TRADE WITH THE UNITED STATES.

In round numbers, the trade of Japan with the United States during the past twenty-five years may be stated as follows:

Year.	Exports from Japan to United States.	Imports from United States into Japan.	Year.	Exports from Japan to United States.	Imports from United States into Japan.
	Yen.	Yen.		Yen.	Yen.
1873.....	4,200,000	1,000,000	1886.....	20,000,000	3,200,000
1874.....	7,400,000	1,000,000	1887.....	21,000,000	3,200,000
1875.....	6,900,000	1,900,000	1888.....	22,000,000	5,600,000
1876.....	5,800,000	1,100,000	1889.....	25,000,000	6,100,000
1877.....	5,200,000	1,700,000	1890.....	19,000,000	6,800,000
1878.....	5,800,000	2,700,000	1891.....	29,000,000	6,800,000
1879.....	10,000,000	3,200,000	1892.....	38,000,000	5,900,000
1880.....	12,000,000	2,600,000	1893.....	27,000,000	6,000,000
1881.....	11,000,000	1,800,000	1894.....	43,000,000	10,000,000
1882.....	14,000,000	3,000,000	1895.....	54,000,000	9,200,000
1883.....	12,000,000	3,200,000	1896.....	31,000,000	16,000,000
1884.....	13,000,000	2,500,000	1897.....	52,000,000	27,000,000
1885.....	15,000,000	2,700,000	1898.....	47,000,000	40,000,000

The present value of the Japanese yen is about 50 cents. In 1873 it was frequently quoted above \$1. For the years 1896, 1897, and 1898, the values of the staples of Japanese export to the United States (excluding those not amounting to \$500,000 annually) were as follows:

	1896.	1897.	1898.
Raw silk.....	\$7,000,000	\$16,000,000	\$12,500,000
Tea.....	2,600,000	3,250,000	3,250,000
Habutaye.....	1,100,000	1,750,000	2,000,000
Other silk fabrics.....	950,000	750,000	800,000
Matting.....	1,300,000	1,350,000	1,850,000

The values of the staples of American import into Japan for the same years (omitting those valued at less than \$500,000 annually) were:

	1896.	1897.	1898.
Machinery .....	\$550,000	\$2,100,000	\$1,600,000
Iron .....	335,000	1,850,000	2,050,000
Kerosene .....	2,650,000	2,950,000	2,950,000
Cotton .....	2,100,000	8,600,000	7,850,000
Flour .....	490,000	550,000	950,000
Tobacco .....	260,000	440,000	1,450,000

During the first six months of 1898 and of 1899, the entire trade with the United States was as follows:

	Exports to United States.	Imports from United States.
First half of 1898 .....	\$10,441,122.59	\$12,083,050.92
First half of 1899 .....	11,955,050.70	10,231,965.90
Increase .....	1,513,928.11	
Decrease .....		1,856,084.02

The following table shows, by months, a comparison of the foreign trade of Japan during the first six months of the years 1898 and 1899:

Months.	Exports.		Imports.	
	1898.	1899.	1898.	1899.
January .....	\$5,458,165.00	\$3,710,091.18	\$9,435,577.95	\$5,905,459.33
February .....	5,722,623.68	7,995,615.03	10,269,113.72	5,292,348.22
March .....	5,473,751.00	7,982,423.34	12,904,875.70	8,264,557.95
April .....	5,332,925.27	6,255,752.76	15,042,796.79	7,103,125.86
May .....	6,323,650.61	6,699,083.47	15,129,807.84	9,080,799.48
June .....	6,541,808.17	6,828,352.78	14,597,758.23	9,704,863.27
Total .....	34,852,923.73	44,471,318.56	77,379,930.23	46,351,154.11
Increase .....		9,618,394.83		
Decrease .....				31,028,776.12

The above decrease in imports for the first half of 1899, as compared with the same period in 1898, may be accounted for, in a measure, by the largely increased buying during the former period in anticipation of the coming into effect (January 1, 1899) of the new tariff with higher duties.

In the general foreign trade of Japan during the first six months of 1899, the increases in exports appear principally under the following heads:

Rice .....	\$2,873,910.42	Camphor .....	\$146,897.90
Raw silk .....	2,301,310.65	Cotton textiles, etc. ....	140,772.02
Cotton yarns .....	1,791,833.06	Umbrellas .....	90,194.48
Copper .....	1,175,566.24	Cigarettes .....	35,776.08
Silk habutae and kaiki ...	1,004,979.01		

Decreases in exports appear as follows:

Tea .....	\$354,332.35	Bamboo .....	\$66,621.97
Matches .....	253,467.77	Sulphur .....	45,840.37

Under the head of imports a decrease of \$31,028,776.12 appears, principally among the following articles:

Rice.....	\$19,197,740.88	Watches.....	\$627,928.79
Iron and steel manufac- tures.....	2,852,486.57	Paper, printing.....	502,900.42
Cotton yarns.....	1,979,258.64	Wool and manufactures of.....	478,321.05
Cotton textiles.....	1,661,557.75	Locomotives.....	339,813.74
Sugar.....	1,622,087.84	Leather.....	252,177.32
Beans, pease, and pulse..	891,256.63	Cigarettes.....	133,330.65
Machinery and engines..	770,871.25	Alcohol.....	121,065.49
		Aniline dyes.....	112,820.92

The principal articles of imports showing an increase were:

Raw cotton.....	\$743,307.73	Flax, hemp, and jute.....	\$178,861.01
Leaf tobacco.....	388,815.80	Kerosene.....	172,967.90
Indigo.....	293,205.99	Zinc.....	103,821.83

A British foreign office report, commenting upon the trade of Japan for the year 1898, says: "The proportion of the trade with Japan which falls to the United States has risen by leaps and bounds during the past few years. Imports from that country increased, in 1896, 84 per cent over the figures for the preceding year; in 1897, 57 per cent, and in 1898, 45 per cent. Exports to the United States, however, decreased 9 per cent last year;" that is, in 1898.

The attention of American manufacturers should be especially called to the great necessity of following directions as to size, shape, weight, etc., in filling orders for the Japanese market. Complaints are made as to careless packing, notably in the past six months, with reference to paper and raw cotton.

#### CERTIFICATES OF ORIGIN.

To obtain the benefit of the conventional tariff, goods of over the value of \$50 must be accompanied by certificates of origin, issued either at the port of shipment or place from which the goods are dispatched. These certificates must be attested by paid Japanese consuls, or, in their absence, by chambers of commerce, or by mayors or magistrates.

One of the leading importers here informs me that there is a constantly increasing demand for American machinery, and that he has built up a fine trade in many of the smaller labor-saving inventions of United States origin. He has the goods here and can exhibit them and thus make sales, whereas, in many cases, no business could be done if catalogues and circulars were the means relied upon.

JOHN F. GOWEY,  
*Consul-General.*

YOKOHAMA, *September 11, 1899.*

#### YOKOHAMA TRADE IN 1899.

Consul-General Govey, of Yokohama, on February 1, 1900, transmits a table prepared by the Yokohama Foreign Chamber of Commerce showing the foreign trade and shipping of that port during the year 1899. The chief articles of import and export were:

## IMPORTS.

Articles.	Yen.	United States currency.	Articles.	Yen.	United States currency.
Cotton:			Iron—Continued.		
Raw .....	7,088,091	\$3,582,359	Plate and sheet .....	1,255,485	\$630,212
Yarn .....	6,914,640	3,443,490	Pig .....	884,160	191,311
Gray shirtings .....	4,086,140	2,009,998	Galvanized .....	1,281,156	638,017
Prints .....	849,708	423,154	Wire .....	1,192,567	593,900
Cotton Italians and sat- eens .....	697,419	347,315	Tin plates .....	358,530	178,548
Turkey reds .....	222,083	110,572	Kerosene oil:		
Velvets, black .....	468,322	233,224	American .....	4,304,066	2,143,424
Flannel .....	250,965	124,961	Russian .....	3,136,438	2,561,971
Italian cloth .....	1,183,040	564,254	Langkat .....	37,250	18,561
Mousselines de laine .....	2,280,588	1,125,748	Sugar:		
Cloth .....	645,906	321,611	Brown .....	5,547,171	2,762,491
Blankets (4 pounds per pair) .....	216,304	107,719	White and refined .....	6,448,352	3,211,279
Iron:			Window glass .....	558,822	278,298
Hoop and band .....	70,796	35,257	Other .....	181,467	90,371
Bar, flat, etc .....	2,278,988	1,134,911	Total .....	44,829,625	22,325,158

## EXPORTS.

Silk .....	62,617,720	\$13,255,625	Silk handkerchiefs .....	3,332,670	\$1,684,570
Tea .....	5,407,203	2,692,785	Silk piece goods .....	16,677,800	8,305,544
Waste silk .....	3,140,750	1,564,038	Other .....	98,620	49,112
Fish oil .....	456,440	227,307	Total .....	96,008,080	47,812,024
Copper .....	4,226,880	2,104,986			

*Statistics of the principal articles of trade for the year 1899.*

[Compiled by the Yokohama Foreign Chamber of Commerce.]

## IMPORTS.

Goods.	Imports, Jan. 1 to Dec. 31, 1899. a	Imports for cor- respond- ing period, 1898.	Deliveries for local consump- tion, Jan. 1 to Dec. 31, 1899. a	Deliveries for cor- respond- ing period, 1898.	Estimated stocks, Dec. 31, 1899.	Estimated value of deliveries for the year. a
Raw cotton .....	333,827	297,419	837,771	294,419	56	\$3,532,359
Cotton yarn .....	52,425	100,395	86,433	81,195	7,338	3,443,490
Gray shirtings .....	748,320	852,680	896,920	768,660	123,370	2,009,998
T cloths, 7 pounds .....	1,360	84,370	24,290	15,540	6,600	24,198
Indigo shirtings .....	22,256	117,000	23,216	117,400	7,640	25,435
Silkeas, plain and twilled, pieces .....	8,373	17,440	10,782	16,230	2,406	162,819
Prints .....	209,725	216,180	265,534	212,560	31,711	423,154
Cotton Italians and sateneas, pieces .....	41,681	58,420	77,491	55,460	4,850	347,315
Turkey reds .....	73,780	94,060	74,011	81,260	68,969	110,572
Velvets, black .....	19,746	58,177	47,788	45,727	8,408	233,224
Victoria lawns .....	92,462	69,680	89,462	82,680	23,400	44,472
Silk-faced satins .....	947	3,615	1,577	3,585	.....	17,184
Flannel .....	11,009	79,860	16,781	72,540	19,698	124,961
Italian cloth .....	69,960	90,350	94,420	86,190	38,290	564,254
Mousselines de laine (24 yards per piece) .....	258,444	405,900	370,580	348,590	6,174	1,125,748
Cloth (Pilots, presidents, union) .....	15,845	7,720	13,719	7,810	1,666	321,611
Blankets (4 pounds per pair) pairs .....	59,711	149,850	83,194	151,950	25,717	107,719
Iron:						
Hoop and band .....	9,815	11,705	10,892	9,875	258	35,257
Bar, flat, etc .....	315,967	688,180	397,823	551,690	10,654	1,134,911
Plate and sheet .....	197,843	138,416	194,690	137,516	4,053	630,212
Pig .....	87,644	338,348	153,664	285,348	21,780	191,311
Galvanized .....	107,148	78,120	106,768	78,150	6,005	638,017
Wire nails .....	164,929	108,070	164,492	104,320	13,187	593,900
Tin plates .....	43,127	26,920	47,804	27,310	6,268	178,548

a Imports, deliveries, and values include direct importations by the Imperial Government and Japanese merchants.  
51 picul = 133½ lbs.

*Statistics of the principal articles of trade for the year 1899—Continued.*

## IMPORTS—Continued.

Goods.	Imports, Jan. 1 to Dec. 31, 1899.	Imports for cor- respond- ing period, 1898.	Deliveries for local consump- tion, Jan. 1 to Dec. 31, 1899.	Deliveries for cor- respond- ing period, 1898.	Estimated stocks, Dec. 31, 1899.	Estimated value of deliveries for the year.
Kerosene oil:						
American.....cases..	1,509,482	1,722,515	1,721,626	1,572,790	152,290	\$2,143,424
Russian.....do.....	1,150,012	1,169,915	1,806,870	1,107,551	116,111	1,561,971
Langkat.....do.....		158,567	18,860	185,207		18,551
Sugar:						
Brown a.....pls..	1,054,810	1,122,420	1,056,904	1,128,966	28,960	2,762,491
White and refined a do...	586,258	1,360,883	796,094	1,168,855	86,484	3,211,279
Window glass.....boxes..	102,285	82,875	101,695	76,445	8,620	278,298
Total.....						22,825,158

a Includes Formosa sugars.

## EXPORTS.

Goods.	Exports Jan- uary 1 to De- cember 31, 1899.	Exports for correspond- ing period, 1898.	Customs value of the exports for the year.
Silk:			
To Europe.....bales..	20,754	18,729	
To America.....do....	36,998	28,629	
Total bales.....	57,647	47,358	
Piculs.....	59,701	48,399	\$31,183,625
Tea:			
To New York and East.....pounds..	8,742,685	6,702,964	
To Chicago and West.....do.....	7,195,275	8,001,976	
To San Francisco and Pacific coast.....do....	3,997,756	8,350,544	
To Canada.....do.....	7,198,776	7,622,917	
To Europe, etc.....do.....	884,894	615,257	
Total pounds.....	28,014,836	26,298,656	2,692,786
Waste silk.....piculs..	38,882	38,668	1,564,094
Cocoons, pierced.....do....	152	268	6,325
Tobacco (leaf).....do....	1,118	821	14,882
Rice.....do.....	12,014	2,757	28,456
Fish oil.....do.....	75,443	55,620	227,307
Copper.....do.....	151,413	124,931	2,104,986
Silk handkerchiefs.....dozen..	977,741	1,238,839	1,684,570
Silk piece goods.....pieces..	883,172	801,458	8,306,344
Total.....			47,811,825

*Treasure imports and exports from January 1 to December 31, 1899.*

[From returns kindly furnished by the superintendent of customs.]

	Imports.	Exports.
	Yen.	Yen.
Europe.....	11,787	500
America.....	25,426	
India.....		1,158,314
Hongkong and China.....	557,625	747,047
Other countries.....	91,000	8,730
Total.....	685,789	1,914,591

*Return of foreign merchant shipping entered at the port of Yokohama during the year 1899.*

Flag.	Inward.				Outward.			
	Steam-ers.	Sailing vessels.	Tons.	Total tonnage.	Steam-ers.	Sailing vessels.	Tons.	Total tonnage.
British <i>a</i> .....	283	21	686, 378	722, 833	283	22	683, 006	719, 471
German <i>b</i> .....	56	6	135, 318	143, 481	56	6	135, 318	143, 481
United States <i>c</i> .....	48	5	115, 097	120, 965	48	7	115, 097	122, 623
French <i>d</i> .....	25			55, 154	24			52, 825
Norwegian <i>e</i> .....	9			17, 758	9			17, 758
Hawaiian <i>f</i> .....	4			9, 212	4			9, 212
Austrian <i>g</i> .....	7			19, 282	8			22, 067
Russian .....	3	2	813	1, 672	2			542
Total .....	485	34		1, 096, 247	434	35		1, 092, 949

*a* Including 107,920 tons in and 107,920 tons out, Peninsular and Oriental steamers; also 78,021 tons in and 78,021 tons out, Occidental and Oriental steamers; also 68,666 tons in and 68,666 tons out, Northern Pacific steamers; also 100,504 tons in and 100,504 tons out, Canadian Pacific steamers; also 10,995 tons in and 10,995 tons out, Pacific Mail steamers; also 33,251 tons in and 33,251 tons out, California and Oriental steamers.

*b* Including 36,199 tons in and 36,199 tons out, Norddeutsche Lloyd steamers.

*c* Including 72,809 tons in and 72,809 tons out, Pacific Mail steamers; also 42,288 tons in and 42,288 tons out, Northern Pacific steamers.

*d* Including 55,154 tons in and 52,825 tons out, Messageries Maritimes steamers.

*e* Including 6,882 tons in and 6,882 tons out, California and Oriental steamers.

*f* Including 4,606 tons in and 4,606 tons out, Pacific Mail steamers; also 4,606 tons in and 4,606 tons out, Toyo Kisen Kaisha steamers.

*g* Including 17,682 tons in and 20,487 tons out, Austrian Lloyd steamers.

NOTE.—Tonnage under the Japanese flag entering and sailing from the port of Yokohama to Australia, Bombay, Europe, and the Pacific coast, amounted during 1899 to: Inward, 227,535 tons; outward, 226,093 tons.

### OSAKA AND HIOGO.

A yearly review of the foreign trade at this port shows most clearly that American exporters have become quite aware that an exceptionally good opening has been created here for many of the manufactures and products of our country.

By reference to the Imperial Japanese customs returns for 1898, it will be seen that during that year the United States increased its exports to Kobe more than 68 per cent over 1897, and exceeded the imports here during that period from Great Britain; also that such exports were 450 per cent greater than their average value during the five years immediately preceding 1897.

The principal cause of American trade expansion at this port has been the increased effort upon the part of our exporters to obtain their just share of the business. That was the only condition of success, and the result shows the condition to have been fairly met. Our country had the commodities which the Japanese people wanted, and our exporters have pushed them into the markets here.

It may be said that during the fiscal year just ended this office has been continually in receipt, by mail, of private inquiry as to the prospect for trade with Japan; more commercial travelers than formerly have visited this port, and a greater degree of activity than usual has been displayed here by the trade associations in the United States, all of which have tended to open up the way for American commerce.

The Japanese people are more than ever recognizing our country as their next-door neighbor, and, as a matter of course, perceive the advantage to be gained by keen American competition; they thus

facilitate every effort which promises them a cheaper market, or one in which they can purchase superior goods at equal prices. I have had frequent occasion to request the aid of Japanese officials in procuring reliable mercantile information from corporations and individuals, and it has been furnished by them in all cases. In recently collecting facts for a special report upon the various kinds of paper imported into Japan, application was made by me to the governor of a certain province for his official aid in the matter, and the information sought was not only promptly furnished, but a representative from one of the largest Japanese paper importing firms was sent by him to the consulate, with samples of paper showing country of origin, quality, and cost prices of the same. The representative was also instructed to volunteer other information that he might think valuable, not covered by my original questions. This case is one of several, and is cited to illustrate the fact that the Japanese people and Government are very favorably disposed to us commercially.

In conversation with prominent Japanese importers, they generally assume as a matter of course that the shorter distance of transportation from the United States to Japan, coupled with the superiority of our country in many lines of manufactured articles and products, should naturally invite increasing importations. Particularly is distance recognized as a factor in regard to shipments from our Pacific coast.

It may also be said that the Japanese people are interested in and attach a high degree of importance to the contemplated opening of a waterway connecting the two great oceans, thereby shortening the distance for our ships and theirs to and from the Atlantic coast; and this is because they desire to establish still closer relations with their great commercial neighbor. The following table shows the rapid increase of trade at this port with foreign countries:

Description.	1894.		1895.		1896.	
	Yen.	United States currency. <sup>a</sup>	Yen.	United States currency. <sup>a</sup>	Yen.	United States currency. <sup>a</sup>
Imports .....	56,910,508	\$28,000,000	63,098,426	\$31,000,000	82,546,592	\$41,000,000
Exports .....	29,066,573	14,000,000	37,918,880	18,000,000	39,887,078	19,000,000
Total trade.....	85,966,076	42,000,000	101,017,306	50,000,000	122,433,670	61,000,000
Excess of imports .....	27,854,930	13,000,000	25,179,546	12,000,000	42,659,514	41,000,000

Description.	1897.		1898.	
	Yen.	United States currency. <sup>a</sup>	Yen.	United States currency. <sup>a</sup>
Imports .....	110,741,830	\$55,000,000	138,133,797	\$69,000,000
Exports .....	50,912,649	25,000,000	59,587,668	29,000,000
Total trade.....	161,654,479	80,000,000	197,721,465	98,000,000
Excess of imports .....	59,829,181	29,000,000	78,546,129	39,000,000

<sup>a</sup> The reductions to United States currency in this report are expressed in round numbers.

It will be seen that the gain in total trade during 1898 over that of the year preceding was 22 per cent, and the value of that excess was 36,066,976 yen (\$18,000,000). The total trade at this port during last year exceeded that of Yokohama by about 7,000,000 yen.

*Declared values of several of the larger foreign imports to and exports from Kobe during 1898.*

## IMPORTS.

	Yen.	United States currency.		Yen.	United States currency.
Cotton, raw, ginned .....	37,664,198	\$18,000,000	Various machinery .....	1,906,444	\$900,000
Rice .....	28,814,804	14,000,000	Locomotives and parts...	1,776,888	800,000
Sugar, brown, white, refined .....	8,666,595	4,000,000	Cotton-spinning machinery and parts .....	1,741,586	800,000
Beans, peas, and pulse .....	4,513,964	2,000,000	Bar and rod iron .....	1,715,636	800,000
Kerosene oil, in cans .....	3,238,673	1,000,000	Gray shirtings .....	1,406,206	700,000
Kerosene oil .....	249,260	120,000	Materials of bridges and buildings .....	1,233,233	600,000
Oil cakes (bean) .....	2,992,444	1,400,000	Rail iron .....	1,151,247	600,000
Cotton yarns .....	2,868,486	1,400,000	Cotton satins .....	1,094,264	600,000
Tobacco .....	2,770,367	1,300,000	Railway materials .....	226,966	100,000
Mouselines, plain and white .....	2,708,369	1,300,000			

## EXPORTS.

Cotton yarns .....	17,625,129	\$8,800,000	Hemp and cotton rugs .....	838,059	\$410,000
Matches .....	6,069,881	3,000,000	Umbrellas (European style) .....	580,689	280,000
Rice .....	4,601,772	2,300,000	Silk, waste .....	580,245	280,000
Matting .....	3,887,991	1,900,000	Coal, ship's use .....	508,378	250,000
Copper, refined .....	3,764,249	1,800,000	Bamboo .....	486,586	240,000
Tea (pan and basket fire, black, bancha, brick dust, and lump) .....	2,789,331	1,300,000	Fans .....	464,682	230,000
Straw braid .....	1,849,625	900,000	Silk, habutae .....	403,730	200,000
Porcelain and earthenware .....	1,280,010	640,000	Mushrooms .....	401,466	200,000
Camphor .....	1,163,850	580,000	Cotton piece goods .....	310,585	105,000
			Screens .....	304,672	102,000
			Rags .....	207,413	100,000



Total value of commodities imported from various foreign countries into Kobe from 1884 to 1888, inclusive, showing increase or decrease of 1888 over 1887.

Countries.	1884.		1885.		1886.		1887.		1888.		Increase + ; decrease - .
<i>Asia.</i>	Yen.	Yen.	Yen.	Yen.	Yen.	Yen.	Yen.	Yen.	Yen.	Yen.	
China .....	8,920,598	84,400,000	15,012,895	87,500,000	13,066,285	86,500,000	28,512,010	88,200,000	15,594,547	87,700,000	+ 917,468
British India .....	7,822,907	8,900,000	8,881,665	4,400,000	17,267,310	8,600,000	28,275,878	11,000,000	30,827,878	15,000,000	+ 7,552,080
Hongkong .....	4,231,907	2,100,000	8,435,591	1,700,000	8,472,044	1,700,000	4,998,880	2,400,000	5,600,987	2,800,000	+ 607,067
Annam and other French India .....	4,096,984	2,000,000	2,778,622	1,800,000	1,071,282	550,000	6,884,961	8,400,000	16,088,961	8,000,000	+ 9,149,894
Korea .....	62,150,000	310,000	631,857	310,000	1,479,072	700,000	3,882,992	1,400,000	1,794,878	580,000	+ 2,315,613
Philippine Islands .....	689,562	310,000	828,747	160,000	314,329	150,000	465,775	280,000	704,902	380,000	+ 269,127
Russian Asia .....	878,418	180,000	379,154	180,000	298,960	140,000	318,294	150,000	280,118	140,000	+ 38,176
Siam .....	579,270	280,000	111,104	55,000	138,849	60,000	1,150,711	570,000	8,527,551	1,700,000	+ 2,876,840
Dutch India .....									886,128	440,000	+ 806,128
<i>Europe.</i>											
Great Britain .....	18,042,718	9,000,000	17,267,850	8,600,000	22,751,280	11,000,000	26,852,477	13,000,000	22,402,568	11,000,000	+ 3,949,894
Germany .....	3,214,069	1,600,000	6,291,680	2,600,000	7,878,879	3,600,000	7,826,254	8,100,000	10,304,254	6,100,000	+ 22,978,088
France .....	2,080,519	1,000,000	2,556,886	1,200,000	3,809,628	1,900,000	2,751,710	1,800,000	3,394,958	1,600,000	+ 643,958
Belgium .....	389,168	140,000	849,926	1,420,000	1,201,283	600,000	1,279,086	1,600,000	1,743,160	1,600,000	+ 464,124
Switzerland .....	98,828	49,000	199,248	90,000	1,904,706	450,000	908,797	450,000	1,045,525	620,000	+ 186,728
Italy .....	68,622	81,000	28,830	14,000	49,687	24,000	68,885	29,000	1,129,758	64,000	+ 70,868
Spain .....	10,196	6,000	14,874	7,000	14,088	7,000	21,076	10,000	66,656	88,000	+ 45,879
Holland .....	12,828	6,000	80,798	16,000	42,979	21,000	26,685	13,000	166,676	85,000	+ 183,991
Austria .....	1,108	500	4,285	2,100	11,007	5,600	87,488	18,000	288,579	140,000	+ 246,096
Sweden and Norway .....	2,149	1,000	192,411	96,000	24,248	12,000	87,832	18,000	98,906	48,000	+ 64,078
Russia .....	66	30	299	200	259	100	629	300	17,467	8,000	+ 16,888
Portugal .....	767	800	1,688	800	4,047	2,000	4,348	2,000	4,286	2,000	+ 112
Denmark .....	761	800	700	800	978	400	943	400	3,884	1,000	+ 2,441
Turkey .....	2,179	1,000	511	200	167	80	228	100	15,799	7,000	+ 15,971
<i>America.</i>											
United States .....	5,622,247	2,800,000	4,568,792	2,280,000	8,495,908	4,240,000	13,545,887	6,770,000	22,850,116	11,420,000	+ 9,934,779
Canada and other British America .....	6,386	3,000	8,979	1,000	20,109	10,000	47,887	23,000	19,076	9,000	+ 28,562
Peru .....			8,266	1,000	5,222	2,000			2,814	1,400	+ 2,814
<i>All other.</i>											
Australia .....	174,114	80,000	260,868	120,000	882,666	160,000	258,941	120,000	407,559	200,000	+ 148,618
Hawaii .....	1,232	600	815	400	60	30	60	80	20,619	10,000	+ 20,669
Egypt .....									816,170	150,000	+ 316,170
Other countries .....	206,112	100,000	278,280	180,000	450,778	220,000	604,358	800,000	192,688	96,000	+ 411,670
Unknown .....									99,310	49,000	+ 99,310
Total .....	56,910,608	28,000,000	68,098,426	31,000,000	82,546,592	41,000,000	110,741,880	55,000,000	198,188,880	64,000,000	

The foregoing shows that in exports to Kobe, the United States has for the first time gained second place, while British India stands first, Great Britain third, Anam and other French India fourth, China fifth, and Germany sixth.

*Percentage of imports during 1898.*

	Per cent.
British India.....	22 $\frac{1}{2}$
United States.....	18 $\frac{1}{2}$
Great Britain.....	16 $\frac{1}{2}$
Anam and other French India.....	16
China.....	11 $\frac{1}{2}$
Germany.....	7 $\frac{1}{2}$
France.....	2 $\frac{1}{2}$

**TRANSFER OF THE FOREIGN CONCESSIONS TO JAPANESE AUTHORITY.**

The long looked-for transfer of the foreign settlements at Kobe and Osaka took place July 17, simultaneously with the extinction of consular jurisdiction, both of which had been provided for by the treaty powers.

The foreign consuls, and elected members composing the common councils of those cities, on that date surrendered to Japanese authority the concessions which had been governed by those councils for thirty years, and with them all the public property belonging thereto.

A considerable fund had been realized by the Kobe concession from the sale of its municipal building, and, in anticipation of the coming event, it had been steadily employed in making such improvements in the concession as have made it the model foreign settlement of the east. Its broad streets have been macadamized; sidewalks have been laid; its streets lighted; good drainage has been effected; the bund and recreation ground have been improved, and an appearance of general thrift has been produced.

**BEARING OF NEW TREATIES ON FOREIGN MERCHANTS.**

The new treaties between Japan and foreign countries have necessitated, upon the part of our resident foreign merchants, a considerable degree of adaptation to the hitherto but little known regulations of the Japanese Empire, which govern commercial business.

Certain restrictions and requirements have been made which, although not onerous, are somewhat burdensome by their complexity. These, however, are now offset by the removal of restrictions which formerly confined the operation of foreign merchants to the concession limits of each port. The laws and regulations made by the Japanese Imperial Government for foreign merchants are similar in character to those governing native firms.

Many of our foreign firms are branches of other houses, and being so, are required for purposes of taxation to differentiate their capital, showing the amount employed at this port. The national business tax will not be imposed on foreign firms before January 1, 1900, but the local tax will become operative on September 1.

The lapse of consular jurisdiction has not taken effect without some sense of regret upon the part of our resident Americans, and it is natural that this should be so; but the feeling with which the future, with its changed conditions, is regarded, is one of confidence and

cordiality toward the Government and people of this country, and it is believed that the new order of things will not fail to ultimately prove conducive to the best interests both of the Japanese people and foreign residents.

*Foreign firms at Osaka and Hiogo.*

Countries.	Hiogo (Kobe).	Osaka.	Total.
Chinese.....	200	48	248
British.....	77	4	81
German.....	28	.....	28
United States.....	25	1	26
French.....	8	.....	8
Other.....	6	1	6
Total.....	348	57	407

*Return of foreign residents at Hiogo (Kobe) and Osaka on December 31, 1898.*

Nationality.	Hiogo.				Osaka.				Total residents.
	Adults.		Children.	Total.	Adults.		Children.	Total.	
	Male.	Female.			Male.	Female.			
British.....	302	108	149	559	11	13	15	39	598
United States.....	68	88	23	119	11	17	24	52	171
Austro-Hungarian.....	4	2	8	9					9
Belgian.....					1	1	2	4	4
Chinese.....	1,159	314	76	1,548	323	36	21	380	1,928
Danish.....	4	1	8	8					8
Dutch.....	5			5					5
French.....	11	9	10	30	12	4		16	46
German.....	107	22	27	156	2			2	158
Italian.....	4			4					4
Norwegian and Swedish.....	8	1	2	6					6
Portuguese.....	23	7	19	49					49
Russian.....	1	2	3	6					6
Spanish.....	4	4	3	11					11
Swiss.....					4	1		5	5
Greeks and Turks under French protection.....	10	2		12					12
Total.....	1,699	505	318	2,522	364	72	62	498	3,020

MONOPOLIES FOR REVENUE.

The Japanese Government, from August 15 next, will undertake both the exclusive importation of leaf tobacco and the sole exportation of camphor as practical measures to increase its revenue.

The importation of leaf tobacco from the United States will be delegated to the Kan Sai Trading Company at Osaka, and to Yezoya at Tokyo; the importation of Chinese tobacco to Mitsui Bussan Kaisha, the purchase commission having been fixed at 2½ per cent. A duty of 100 per cent will then be added by the Japanese Government to the cost of the raw leaf, which total will constitute the selling price to manufacturers.

In anticipation of this greatly enhanced valuation, large quantities of tobacco have been coming in since the first agitation of the measure, the consequence being a great accumulation of stocks.

China and the United States supply nearly all the tobacco imported into Japan; that exported from China is far inferior in quality.

*Importation of leaf tobacco.*

Countries.	1896.		1897.		1898.	
	Yen.		Yen.		Yen.	
United States .....	35, 133	\$17, 000	213, 373	\$109, 000	1, 593, 235	\$780, 000
China .....			98, 768	49, 000	2, 904, 671	1, 400, 000

Cut tobacco valued at 138,982 yen (\$69,000) was imported into Japan from the United States during 1898, and but little came from any other country.

**CAMPHOR.**

Nearly the entire quantity of camphor exported is sent from this port. There are five refineries here, two operated by foreigners and three by Japanese.

The crude camphor is brought principally from Formosa. There were shipped from Japan last year 2,434,028 catties (catty, 1½ pounds) of refined camphor, aggregating in value 1,174,573 yen (\$580,000), upon which export duties were paid amounting to 13,800 yen (\$6,900). The average cost of refined camphor at this port during 1898 was about \$18.25 United States gold per 100 pounds. The crude camphor shipped from here is made up of two-thirds Formosa and one-third Japanese.

As the monopoly of exportation will govern the cost, it is thought that the authorities will follow the policy of restricting production to maintain the price at which they will be willing to export that article.

**TWO HUNDRED AND FIFTY PER CENT DUTY ON ALCOHOL.**

During 1898, Germany and the United States furnished nearly all the alcohol imported into this country; in the two years immediately preceding, Germany had supplied nearly the total amount. Alcohol has for some time been quite an important item of importation here. The main use to which it was put was the manufacture of "sake." Sake proper has long been in general use throughout Japan, and is a comparatively harmless distillation made from rice, but when alcohol is introduced as an ingredient it becomes an excitant which almost ranks with whisky.

The Japanese Government has now imposed a duty of 250 per cent upon alcohol, which goes into effect August 15 next, and is designed to prohibit its use in the manufacture of sake.

*Importation of alcohol.*

Countries.	1896.		1897.		1898.	
	Yen.		Yen.		Yen.	
Germany .....	479, 537	\$230, 000	951, 172	\$470, 000	2, 207, 315	\$1, 100, 000
United States .....	485	200	18, 083	9, 000	897, 838	190, 000
Other countries .....	1, 490	700	150	70	94, 829	47, 000
Total .....	481, 462	230, 900	969, 360	479, 070	2, 699, 982	1, 337, 000

## MATTING.

The United States takes most of the matting, as well as the tea. Since the adoption of the mixed duty on mattings, conditions have changed but little.

The Japanese make for us, and our country purchases, a disproportionate quantity of the inferior grades, as a natural effect of the mixed duty. The producers want an ad valorem duty only, upon both high and low grades; but as their operations are largely confined to the production of the cheapest quality, they are now adapting themselves to the necessity of making better goods and more attractive styles for the same prices.

An enormous quantity of mattings went from Japan to the United States last year; 550,737 rolls, valued at 3,707,460 yen (\$1,300,000), an excess of nearly 40 per cent over 1897; but it is claimed here that the excess would have been much increased had all qualities been subject to the same rate of duty.

## TEA.

The season of 1898 opened with hardly an average crop of good tea; otherwise there was no special feature to note, except the sudden announcement in June that an American duty of 10 cents per pound had been placed upon that article, to take almost immediate effect. This at once proved to be a very disquieting measure to tea growers and others interested in the exportation of teas to the United States, as almost the entire quantity exported had formerly gone to our country. Resolutions adverse to the new law were at once passed by the tea guilds, and it is said that numerous protests against its operation have been sent to our Government.

An immediate effect of the tax was the creation of a much greater demand for teas of as low a grade as could be admitted into the United States under the new inspection laws. Another was a marked decline in prices; but from that, values soon recovered.

The condition which required the cheapest teas of a quality that could pass inspection quickly illustrated the utility and wisdom of the new United States inspection law. Had no such law existed, it is very evident that the result of 10 cents duty per pound would have been to flood the United States with the worst teas ever imported into our country. But, viewed apart from this aspect, it is generally admitted that the best interests of tea producers and exporters in this country, as well as of consumers in America, demand that the standard of admissible teas should be maintained at least as high as that at present demanded by the United States.

The exportation of teas by Japan to our country has varied but little during the last three years, as is shown below:

Years.	Yen.	United States equivalent. <i>a</i>
1896 .....	4,314,973	\$2,100,000
1897 .....	4,834,509	2,400,000
1898 .....	4,280,148	2,100,000

*a* In round numbers.

## COTTON SPINNING IN JAPAN.

The city of Osaka, situated in this consular district, is the center of the cotton-spinning industry in this country.

In its report of June, 1899, the Japan Cotton Spinning Association stated that there were 73 cotton mills in the Empire at that date, being an increase of 9 as compared with June, 1898, the whole representing 1,029,448 spindles—992,442 rings and 57,006 mules.

The quantity of yarn produced is estimated at 24,797,554 pounds. The operatives employed in the mills numbered 14,854 males and 49,202 females, the average daily wage being 26.55 sen and 16.66 sen (13 and 8 cents), respectively.

EXPORTATION OF COTTON YARNS.

The Japanese yarn producers find themselves to-day, with their constantly increasing facilities for production, in much the same condition as our American mill owners—compelled to seek additional outlets for their products.

They commenced operation by helping to supply the cotton yarns wanted for the multitude of small weaving establishments situated throughout Japan, and have cut down each year the import of that commodity from Great Britain, until that country now exports here but 8,547,588 yen in value of this article, in a quality which the Japanese operatives can not make so skillfully, while it exports to other countries, principally to China, 20,116,585 yen (\$10,000,000) worth.

After having so largely supplied the home demand, the mill owners of Osaka and elsewhere in Japan turned their attention to the Eastern markets, and during the last two years they have succeeded in increasing their exportations from 4,000,000 yen (\$2,000,000) to 20,000,000 yen (\$10,000,000), but the capacity of their mills seems to have outrun both the home demand and that of the Chinese markets which they have secured.

The Japanese Government, in keeping with its policy of fostering home industry, has lent its financial aid to the exploiting of new fields in which to introduce the surplus of cotton yarns which the mills are able to supply.

The following table shows the total export of cotton yarns by Japan during the years named. Most is shipped from this port:

Countries.	1896.			1897.		
	<i>Catties.</i>	<i>Yen.</i>		<i>Catties.</i>	<i>Yen.</i>	
British India.....	1,500	450	\$220	72,000	21,795	\$10,000
China.....	49,948,140	14,411,918	7,200,000	80,274,747	9,654,584	4,800,000
Corea.....	3,665,359	1,176,042	580,000	2,843,743	796,117	390,000
French India.....	30,000	9,500	4,700			
Hongkong.....	15,283,514	4,517,065	2,200,000	9,388,935	3,015,913	1,500,000
Russian Asia.....	450	150	75	5,460	1,769	800
Other countries.....	4,800	1,460	780	90	18	9
Total.....	68,833,763	19,985,725	10,000,000	42,084,975	18,490,196	6,700,809

  

Countries.	1896.		
	<i>Catties.</i>	<i>Yen.</i>	
British India.....	16,512	4,904	\$2,000
China.....	11,442,087	3,524,046	1,700,000
Corea.....	1,202,353	408,659	200,000
Hongkong.....	272,800	85,938	42,000
Russian Asia.....	30,450	7,374	3,000
United States.....	10,500	3,500	1,700
Other countries.....	11	4	2
Total.....	12,974,713	4,029,425	1,948,702

The catty is equal to 1½ pounds.

## JAPANESE IMPORTATION OF DRY GOODS.

Each year, a large quantity of certain textile fabrics is listed in the Imperial customs returns, not one yard of which ever comes from the United States.

This is a fact requiring attention from American manufacturers. It is futile to say that the lower prices paid for labor in European countries excludes this line of merchandise from Japan, as our country has already conquered a market here for so many of our other productions. It is true, however, that in order to open up a sale for American dry goods, certain difficulties would be encountered at the outset. It would necessitate breaking into a foreign market long held by another country, and mercantile firms of the same nationality as the home manufacturers would be found in possession of the field. They would naturally prefer, other things being equal, to do business with their own country. Still, competition in the proper class of exports would be no more difficult here than at home. Initial shipments would be necessary and should be consigned to well-established and reliable firms having home connections in the United States, so that manufacturers and commission merchants or purchasers could make personal arrangements.

The Southern Cotton Spinning Association of the United States, although said to be an organization with superior facilities for export trade, has never yet looked eastward for an outlet through which to market the surplus of its mills. There is little doubt that a good demand could be created, at least for the coarser staple lines which the Southern mills manufacture so largely and which are in such general use throughout Japan and other Eastern countries.

Should the owners of the extensive cotton spinning mills recently erected in some of the Southern States find it to their interest to exploit this market, it seems, from this distance, that with their manifest advantage of a low-wage rate, together with the saving of transportation upon raw cotton exported to England, of commissions, of cost of additional distance to the East after manufacture, and of other necessary expenses, they would be exceedingly well equipped to enter the Japanese and other Eastern markets.

But as yet, our American manufacturers have done next to nothing in helping to supply the vast quantity of cotton textiles imported into Japan. Take the article catalogued in the customs returns as "grey shirtings," otherwise ordinary unbleached muslins. Millions of dollars worth of these goods are imported into Japan each year, and it may be instructive, if not interesting, to know that of 59,240,901 yards exported here by other foreign countries during 1898, valued at 4,382,509 yen (\$2,100,000), only 76,960 yards, costing 5,641 yen (\$2,800), came from the United States. The same may be said of "white shirtings," known to us as bleached muslins. Of these, 7,799,131 yards, valued at 708,348 yen (\$350,000), were imported into Japan last year, and the United States sent only the insignificant quantity of 8,833 yards, valued at 1,026 yen (\$500). This is the record of a country raising its own cotton and possessing the best manufacturing facilities in the world. It may be added that the above named belong to a class of goods which could be most easily introduced by the United States.

It is said by American importers here that our home manufacturers have never been willing to make the proper widths for this market.

Widths different from those used in some other countries are required here, for the reason that garments are made up differently and the people generally are of less size. Thirty inches is the required width for making the women's "kimonos," and corresponds with our regular 36-inch widths for general purposes; but a perfect knowledge of all the necessary widths should be obtained in advance of manufacture.

These muslins are not used as bought, but are dyed by the Japanese women at their homes, generally a dark-blue color, after which they stretch them on boards to dry. These goods represent a growing line of import, as may be seen by the following table:

*Shirtings, gray (unbleached muslins).*

Countries.	1898.		1897.		1896.	
	Yards.	Value, gold.	Yards.	Value, gold.	Yards.	Value, gold.
Great Britain .....	59,019,645	\$2,178,922	50,680,163	\$3,778,312	54,903,938	\$2,016,598
United States .....	76,960	2,809	70,278	2,782	29,031	1,140
France .....	70,496	3,099				
Germany .....	46,200	1,625			84,689	2,836
Holland .....	27,600	1,083				

*Shirtings, white (bleached muslins).*

Countries.	1898.		1897.		1896.	
	Yards.	Value, gold.	Yards.	Value, gold.	Yards.	Value, gold.
Great Britain .....	7,782,806	\$100,985	2,406,517	\$123,334	6,977,802	\$326,418
Germany .....	49,745	1,882	433	45		
United States .....	8,833	511	24,432	1,513		
Other countries .....	8,248	378	194	86		

Pieces of these muslins, together with many other samples of such merchandise as is regularly exported to this consular district by countries other than the United States, have been forwarded as exhibits to the Philadelphia Commercial Museum.

*Shirtings (twilled).*

Countries.	1898.		1897.		1896.	
	Yards.	Value, gold.	Yards.	Value, gold.	Yards.	Value, gold.
Great Britain .....	909,819	\$50,354	687,798	\$37,961	1,692,940	\$85,033
Germany .....	60,917	3,881				
United States .....	24,990	2,220				
Other countries .....	1,981	164	3,104	326	83	7

*Shirtings (dyed).*

Countries.	1898.		1897.		1896.	
	Yards.	Value, gold.	Yards.	Value, gold.	Yards.	Value, gold.
Great Britain .....	1,562,453	\$78,619	1,212,321	\$66,875	2,004,150	\$104,687
France .....					33,452	2,723
Germany .....	3,227	134	12,000	529		
Other countries .....	1,069	78				



No other dry goods come from the United States than the following:

Cotton drills:		
Great Britain .....		\$49, 115
United States .....		2, 753
Flax or linen canvas:		
Great Britain .....		32, 380
United States .....		1, 976
Germany .....		356
Shirtings, gray:		
Great Britain .....		2, 173, 922
France .....		3, 099
United States .....		2, 809
Germany .....		1, 625
Holland .....		1, 033
Shirtings, milled:		
Great Britain .....		50, 354
Germany .....		3, 881
United States .....		2, 220
Switzerland .....		602
Shirtings, white:		
Great Britain .....		349, 985
Germany .....		1, 882
United States .....		511

*Imports of dry goods not shared in by the United States.*

Articles and countries of origin.	Yen.	United States equivalent.
Blankets:		
Great Britain .....	448, 684	\$224, 000
Germany .....	27, 359	13, 000
Cotton prints:		
Great Britain .....	1, 102, 707	550, 000
Russia .....	29, 709	14, 000
Cotton handkerchiefs:		
Great Britain .....	244, 046	122, 000
Germany .....	88, 902	16, 000
Cotton satins:		
Great Britain .....	1, 688, 248	800, 000
Germany .....	6, 689	3, 400
Cotton threads:		
Great Britain .....	337, 701	160, 000
Germany .....	21, 068	10, 000
Cotton yarns:		
Great Britain .....	8, 500, 221	4, 200, 000
British India .....	34, 689	17, 000
Cotton velvets:		
Great Britain .....	786, 135	390, 000
Germany .....	23, 883	11, 000
Flannels:		
Germany .....	1, 195, 013	590, 000
Great Britain .....	156, 983	78, 000
Flax or linen yarns:		
Great Britain .....	235, 157	110, 000
British India .....	10, 362	5, 000
Italian cloths:		
Great Britain .....	924, 412	460, 000
Germany .....	141, 455	70, 000
Linen tissues:		
Great Britain .....	163, 218	81, 000
China .....	5, 278	2, 600
Mousseline-de-laine:		
France .....	3, 763, 330	1, 800, 000
Switzerland .....	854, 265	170, 000
Germany .....	279, 788	130, 000
Ponge silk:		
China .....	196, 189	99, 000
Other countries .....	244	120
Satins:		
China .....	224, 412	110, 000
Great Britain .....	4, 801	2, 400
Silk-faced cotton satins:		
France .....	71, 348	35, 000
Great Britain .....	86, 245	18, 000
Switzerland .....	16, 017	8, 000
Germany .....	15, 401	7, 000

*Imports of dry goods not shared in by the United States—Continued.*

Articles and countries of origin.	Yen.	United States equivalent.
<b>Serges:</b>		
Great Britain .....	32,333	\$16,000
Germany .....	4,648	2,300
<b>Shirtings, dyed:</b>		
Great Britain .....	157,869	78,000
Switzerland .....	5,207	2,600
<b>Plush or velvets, silk and cotton mixture:</b>		
Great Britain .....	563,396	280,000
Germany .....	34,891	17,000
<b>Silk yarns:</b>		
Switzerland .....	195,825	97,000
France .....	48,584	24,000
Italy .....	43,135	21,000
Germany .....	27,518	13,000
<b>Victoria lawns:</b>		
Great Britain .....	104,096	52,000
<b>Turkey-red cambrics:</b>		
Great Britain .....	395,095	190,000
Switzerland .....	35,286	17,000
<b>Woolen cloths:</b>		
Germany .....	1,379,144	680,000
Great Britain .....	1,334,309	660,000
France .....	61,065	30,000
Belgium .....	22,012	11,000
<b>Woolen and cotton cloths (mixed):</b>		
Great Britain .....	362,522	180,000
Germany .....	78,750	34,000
Austria .....	1,523	700
<b>Woolen yarns:</b>		
Germany .....	693,140	340,000
Great Britain .....	76,276	38,000
France .....	15,068	7,000

*Chief exports to the United States from Japan, 1898.*

Articles and countries of origin.	Value.	Articles and countries of origin.	Value.
<b>Brushes, tooth:</b>		<b>Porcelain and earthenware:</b>	
United States .....	\$97,784	United States .....	\$320,648
Hongkong .....	2,627	Hongkong .....	163,508
Great Britain .....	2,434	Great Britain .....	160,919
<b>Brushes, other:</b>		<b>Silk, raw:</b>	
United States .....	35,711	United States .....	12,620,018
Russian Asia .....	1,813	France .....	6,941,888
Australia .....	1,640	<b>Silk handkerchiefs:</b>	
<b>Fans:</b>		United States .....	756,478
United States .....	104,216	Great Britain .....	368,864
Hongkong .....	60,396	France .....	207,084
<b>Lily bulbs:</b>		<b>Silk habutse:</b>	
United States .....	28,207	United States .....	1,999,721
Great Britain .....	26,109	France .....	1,764,399
<b>Matting:</b>		<b>Tea, green (pan fire):</b>	
United States .....	1,846,815	United States .....	2,121,553
Hongkong .....	37,245	British America .....	495,699
British America .....	24,404	<b>Silk tissues, Kalki:</b>	
Great Britain .....	19,449	United States .....	243,286
<b>Paper, Ganpishi (copying):</b>		Corea .....	18,677
United States .....	68,384	British America .....	14,229
Great Britain .....	42,872	<b>Sulphur:</b>	
<b>Paper, Usuyo (copying):</b>		United States .....	116,462
United States .....	29,541	Australia .....	40,888
Great Britain .....	14,652	Hawaii .....	30,977
<b>Paper napkins:</b>		<b>Tea, green (basket fire):</b>	
United States .....	47,483	United States .....	1,041,097
Kongkong .....	4,046	British America .....	225,308
Great Britain .....	2,303	Great Britain .....	5,456
<b>Rags:</b>		<b>Tea, lump:</b>	
United States .....	103,283	United States .....	24,558
Other countries .....	60	British America .....	5,729
<b>Paper lanterns:</b>		<b>Tea, dust:</b>	
United States .....	26,064	United States .....	94,615
Hongkong .....	4,244	British America .....	20,717
British India .....	3,973		

*Chief imports into Japan from the United States, 1898.*

Articles and countries of origin.	Value.	Articles and countries of origin.	Value.
Alcohol:		Leather, sole:	
United States .....	\$198,083	United States .....	\$256,196
Germany .....	1,099,242	British India .....	71,466
Bicycles, tricycles, etc.:		Leather, other:	
United States .....	102,134	United States .....	70,189
Great Britain .....	11,757	British India .....	292,347
Cigarettes:		Great Britain .....	71,039
United States .....	599,235	Mercury:	
Great Britain .....	210,826	United States .....	47,834
Condensed milk:		Great Britain .....	88,004
United States .....	87,932	Oil, kerosene:	
Switzerland .....	56,254	United States .....	2,943,565
Cotton, ginned:		Russian Asia .....	564,635
United States .....	7,346	Oil, lubricating:	
British India .....	12,842	United States .....	189,301
Electric-light apparatus:		Great Britain .....	8,347
United States .....	202,849	Printing paper:	
Great Britain .....	66,828	United States .....	441,828
Electric-light wire:		Germany .....	301,651
United States .....	75,283	Great Britain .....	230,623
Great Britain .....	88,823	Paraffin wax:	
Flour:		United States .....	113,925
United States .....	985,720	Great Britain .....	20,564
British America .....	13,753	Rails:	
Dynamo electric machinery:		United States .....	801,646
United States .....	21,305	Great Britain .....	399,237
Great Britain .....	19,201	Germany .....	67,224
Fanning implements:		Railway materials:	
United States .....	41,430	United States .....	168,919
Great Britain .....	68,495	Great Britain .....	94,517
Iron, pig:		Steam boilers and engines:	
United States .....	113,003	United States .....	52,228
Great Britain .....	522,266	Great Britain .....	189,816
Nails:		Germany .....	101,008
United States .....	486,951	Timber, lumber, and planks:	
Germany .....	65,163	United States .....	58,125
Materials for bridges and buildings:		British India .....	33,962
United States .....	389,036	Tobacco, leaf:	
Great Britain .....	313,136	United States .....	780,980
Iron pipes and tubes:		China .....	1,446,326
United States .....	118,941	Tobacco, cut:	
Great Britain .....	365,793	United States .....	69,213
Belgium .....	167,237	Great Britain .....	7,061
Lead:		Watches:	
United States .....	57,975	United States .....	263,334
Australia .....	109,108	Switzerland .....	1,184,790
Locomotives:		Wheat:	
United States .....	995,545	United States .....	35,445
Great Britain .....	1,016,398	Korea .....	36,204

*Comparison of United States trade at this port with that of Great Britain during the last five years.*

## IMPORTS.

	1894.	1895.	1896.	1897.	1898.
United States .....	\$2,810,954	\$2,287,308	\$4,250,133	\$6,765,218	\$11,381,086
Great Britain .....	9,009,494	8,697,730	11,355,475	13,159,625	11,167,237

## EXPORTS.

	1894.	1895.	1896.	1897.	1898.
United States .....	\$3,516,636	\$4,823,350	\$3,704,007	\$4,234,043	\$4,853,642
Great Britain .....	1,168,808	1,708,171	2,104,548	1,934,590	1,782,514

It may be seen by the foregoing table that last year's importations at this port from the United States were \$213,799 greater than those from Great Britain, the imports here from our country having increased

more than 60 per cent, while the same from Great Britain decreased 15 per cent. Also, that exportations to England slightly decreased during 1898, while to the United States there was an increase of about 14 per cent.

## RAW COTTON.

About 62 per cent of the increased value of our country's shipments to this port during 1898 is due to the larger exportation here of cotton.

Being contiguous to the large manufacturing city of Osaka, this port receives nearly six-sevenths of the total United States cotton export to Japan, and it is probable that the same proportion holds as to the raw cotton imported into the empire from other cotton producing countries.

During the last year, a large quantity of cotton came direct by water from the eastern coast of the United States, but the bulk was sent by rail to the Pacific coast for shipment.

Considerable competition in the carrying of cotton took place between the trans-Pacific lines, the effect of which was to increase its export.

Middling ranged from 18.50 yen (\$9.25) to 23.50 yen (\$12.75) per picul of 133½ pounds, according to facilities for transportation.

The following shows the growing exports of American cotton to Kobe:

1896 .....	\$1,060,930
1897 .....	3,225,009
1898 .....	6,084,596

The total value of raw cotton imported into Japan during the last five years is shown below, together with last year's increase or decrease of importation as compared with 1897:

Countries.	1894.	1895.	1896.	1897.	1898.	Increase.	Decrease.
British India .....	\$3,907,601	\$3,831,226	\$9,683,981	\$12,806,654	\$12,342,635		\$466,019
United States .....	1,334,974	1,164,412	2,117,694	3,622,064	7,346,097	\$3,724,033	
China .....	4,043,968	6,865,478	4,062,726	4,741,853	2,444,615		2,300,238
French India .....	116,048	202,594	120,587	166,012	298,210	128,198	
Egypt .....					172,555	172,555	
Australia .....					1,762	1,762	
Slam .....		4,575	8,604		1,770	1,770	
Other countries .....	111,161	85,511	95,382	134,302	11,661		112,641
Total .....	9,513,752	12,103,796	15,988,924	21,474,885	22,614,405		

## KEROSENE OIL.

Less than two years since, there was considerable doubt as to the value of the numerous oil wells situated in this country. It was thought that while a considerable quantity of oil might be produced from them, the cost of their operation would render them rather an unprofitable investment. But at present, the outlook for oil production in Japan is far more hopeful.

There are about 400 small wells in the prefecture of Nigata, one-half of which are now in more or less successful operation, and it is understood negotiations are in progress for the purchase of many of the others.

As showing the increased interest in the oil wells of this country, it is said that an American company has already obtained possession of

large oil interests here, with the view of producing for this market instead of exporting to Japan.

Prices have been fairly well maintained at this port throughout the year.

The quantity and value of kerosene oil shipped to Japan during the years named, and countries from which it came, are as follows:

Countries.	1896.		1897.		1898.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
United States .....	36,055,613	\$2,630,888	39,983,880	\$2,973,969	47,965,815	\$2,943,566
Russian Asia .....	18,487,273	504,526	18,728,460	666,504	16,208,920	564,635
Dutch India .....	.....	.....	.....	.....	3,735,720	253,083
Other countries .....	200,000	17,430	2,350,911	676,847	.....	.....
Total .....	54,692,886	3,162,844	61,068,251	2,316,340	67,905,455	3,761,233

More than seven-eighths of the kerosene oil imported into Japan last year came through the ports of Kobe and Yokohama, Kobe receiving an excess of 3,204,332 gallons.

#### LOCOMOTIVES AND PARTS.

During the last three years, importations were as follows, viz:

Countries.	1896.		1897.		1898.	
	Yen.		Yen.		Yen.	
Great Britain .....	1,053,722	\$520,000	1,805,481	\$900,000	2,040,961	\$1,000,000
United States .....	416,106	200,000	2,393,385	1,100,000	1,999,091	990,000
Germany .....	150,939	75,000	2,146	1,000	139,967	69,000
Total .....	1,620,767	795,000	4,201,012	2,001,000	4,180,019	2,059,000

Last year, Great Britain sold here 41,870 yen (\$20,000) more of locomotives than did the United States, and the year previous she sold 587,904 yen (\$290,000) less, so that, taking the two years together, exports from the United States exceeded those from Great Britain by 556,034 yen (\$270,000). It may therefore be said that the exports of locomotives from the two countries are now nearly balanced. The quicker deliveries which can be made from our country will, however, count for much in the future, as they have in the past. And this feature, together with our ability to compete in price and quality, should enable our exporters to retain a firm hold upon the Japanese market.

#### IMPORTATION OF STEEL RAILS.

The following table shows the value of steel rails shipped to Japan during the last three years and the countries from whence they were imported:

Countries.	1896.	1897.	1898.
United States .....	\$901,646	\$615,017	\$186,725
Great Britain .....	399,297	810,109	1,010,213
Germany .....	67,224	84,811	49,951
Belgium .....	37,592	145,913	43,456
France .....	4,819	.....	2,211
Other countries .....	16	.....	.....
Total .....	1,310,594	1,655,850	1,292,556

It will be seen by the above that the United States has taken a most remarkable lead in the exportation of railroad iron to this country. Last year, American exporters made a gain of more than 30 per cent over 1897, while Great Britain fell behind in her export of that article here more than 50 per cent. Attention is called to the fact that two years previous, England supplied about four-fifths of the rails imported into this country, while the United States sent less than one-sixth of the total. Last year, however, the United States supplied Japan with steel rails double in value those exported here from Great Britain.

The latest tender for a large quantity of rails was one called by the Sanyo Railway Company at this port on July 15, 1899, in which an American firm was the successful bidder. English tenders ranged from £7 17s. to £8 3s. 3d. (\$38.20 to \$39.72) per ton of 2,240 pounds c. i. f., while the sole American offer was but £7 2s. 6d. (\$34.67).

#### STEEL BRIDGE AND BUILDING MATERIALS.

On the same date, a tender was called by the same company for a large amount of bridge materials, with the following result, the American bids being highest on every item, viz:

	English bid.						American bid.											
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.						
Bridge joists, steel.....	10	0	10	(\$48.87)	to	13	13	6	(\$66.59)	12	2	0	(\$58.88)	to	15	10	0	(\$75.43)
Bridge girders, steel.....	16	3	7	(\$78.74)	to	19	1	3	(\$92.77)	19	3	8	(\$93.36)	to	22	10	0	(\$109.50)
Bridge plates, steel.....	9	8	9	(\$45.98)	to	10	12	11½	(\$51.82)	14	19	6	(\$72.88)	to	18	19	6	(\$92.34)
Bridge angles, steel.....	8	19	8	(\$43.72)	to	9	16	3	(\$47.75)	13	3	3	(\$64.06)	to	15	10	0	(\$75.43)
Steel rivet bars.....	9	17	1	(\$47.95)	to	11	8	4	(\$56.56)	15	10	1	(\$75.45)	to	18	19	6	(\$92.34)

The foregoing statement is made to show present cost of material in this country, and should not be taken as indicating failure upon the part of American bidders to secure their share of contracts in these lines, as throughout the year they have succeeded in gaining the very first place in such exports.

The rapid introduction of American steel bridge and steel building material in this country may be seen by reference to the table below, showing that while none whatever was sent from the United States during 1896, a very large amount was exported in 1898 to help supply the fast increasing demand.

Countries.	1896.		1897.		1898.	
	Yen.		Yen.		Yen.	
United States .....			161,019	\$80,000	781,198	\$390,000
Great Britain .....	452,251	\$220,000	601,809	300,000	628,787	\$10,000
Belgium .....	46,037	23,000	147,587	73,000	283,391	140,000
Germany .....	81,230	40,000	26,963	13,000	216,184	100,000
Total.....	579,518	283,000	937,378	466,000	1,909,560	940,000

#### WIRE NAILS.

The Chamber of Commerce at this port, referring to wire nails in its annual review, says that the competition of American nails made itself more manifest last year than ever before, and increased to such an extent that it looked as if importations from Europe might cease

entirely, owing to the high prices demanded. Later in the year, it is reported, American nail makers raised their prices to conform to European rates. The packing of American nails, it is said, was poor, but has been improved. The report concludes that the matter of freights must largely determine the market, as at the close of the year American nails were again being offered lower than European.

The following table shows the rapid increase in importations of American wire nails at this port:

Countries.	1896.		1897.		1898.	
	Yen.		Yen.		Yen.	
United States .....	232,319	\$110,000	989,879	\$460,000	977,815	\$480,000
Germany .....	938,969	460,000	422,010	210,000	130,862	65,000
Great Britain .....	144,877	72,000	82,664	16,000	27,529	13,000
Belgium .....	114,162	57,000	58,298	29,000	13,212	6,000
Total imports .....	1,430,327	699,000	1,452,341	715,000	1,149,418	564,000

#### BRIGHT IRON AND STEEL WIRE.

Until last year, none of the above had come to this port from the United States. The export was small, but was introductory, and upon inquiry was found to have been very satisfactory. The value of the wire exported to Japan last year was 119,923 yen (\$59,000), Great Britain sending the bulk.

#### FIG IRON.

This country received its first shipment of pig iron from the United States in 1897, valued at 58,859 yen (\$29,000). The total import that year was 934,010 yen (\$460,000).

This year, the United States sent 226,915 yen (\$113,000) worth, nearly four times its former quantity, and the total import was 1,381,442 yen (\$690,000). Of this also, Great Britain sent the bulk. Considerably more than half the export to Japan comes through this port.

#### IRON BAR AND ROD.

The first of this export from the United States to Japan was in 1897, 134,323 yen (\$67,000) worth, while last year the value sent was only 53,685 yen (\$26,000). This export should improve, as the quality of that sent is said to have been satisfactory.

Much inconvenience was felt at this port last year in consequence of the inability of Japanese merchants to fulfill contracts requiring them to take delivery of the large shipments of bar iron on arrival. The consequence was storage and depressed prices. The import to Japan of bar and rod iron in 1898 increased one-third over 1897, and was valued at 4,061,805 yen (\$2,000,000). It comes principally from Great Britain and Belgium. Somewhat over 40 per cent of the imports came to Kobe.

#### IRON PLATES AND SHEETS.

The first shipments from the United States to Japan were in 1897, valued at 1,249 yen (\$620). Last year, they had increased to 81,726 yen (\$40,000).

There was an increased demand at Kobe last year over 1897 for plate and sheet iron, the excess of value being 214,313 yen (\$107,000). Total import into Japan last year was 1,405,855 yen (\$700,000), of which 1,080,384 yen (\$540,000) came from Great Britain.

#### IRON PIPES AND TUBES.

These have been regularly imported from the United States into Japan during several years. Last year's import was considerably more than double the value of that received in 1897, and amounted to 38,838 yen (\$19,000). The total import of iron tubes during 1898 was very greatly increased, owing to the introduction here of extensive waterworks. The total import into Japan was 1,332,940 yen (\$666,000), an increase of 50 per cent over 1897.

#### *Other iron manufactures.*

Articles.	Total import into Japan, 1898.	Amount sent from the United States, 1898.
Ordinary iron wire .....	\$59,722	a \$2,759
Iron screws .....	74,008	14,123
Wheels, axles, and springs .....	467,546	12,462
Electric-light wire .....	160,107	75,283
Telegraph wire .....	208,608	3,315
Steel .....	480,248	6,286

#### *a First shipment.*

#### *Various machinery.*

Articles.	1896.	1897.	1898.
Paper-making machinery:			
United States .....	\$61,513	\$197,001	\$6,573
Great Britain .....	23,299	175,032	18,109
Mining machinery:			
United States .....	11,776	31,250	25,507
Great Britain .....	32,135	119,231	75,953
Spinning machinery:			
United States .....	1,133	4,557	399
Great Britain .....	1,413,050	2,632,509	1,408,844
Germany .....	62,226	28,050	93,184

#### TRADE WITH HAWAII AND PHILIPPINES.

The following tables show the total trade of Japan during 1898 with Hawaii and the Philippines:

Articles.	Hawaii.		Philippine Islands.	
	Yen.		Yen.	
Exports .....	717,856	\$350,000	115,433	\$57,000
Imports .....	23,960	11,000	3,294,182	1,600,000
Excess of exports .....	693,406	339,000		
Excess of imports .....			3,178,749	1,543,000



*Principal articles of trade with Hawaii.*

Articles.	Value.		Articles.	Value.	
<i>Exports.</i>	<i>Yen.</i>		<i>Exports—Continued.</i>	<i>Yen.</i>	
Soy .....	83,481	\$40,000	All other articles.....	373,885	\$186,000
Sake.....	65,689	32,000	Total.....	717,356	850,000
Sulphur.....	62,206	31,000			
Cotton tissues.....	44,425	22,000	<i>Imports.</i>		
Beans, peas, and pulse.....	26,970	18,000	Guano.....	20,000	10,000
Vermicelli.....	18,410	6,700	Coffee.....	2,607	1,300
Dried and salted fish.....	18,240	6,600	Miscellaneous.....	1,843	600
Coal.....	11,850	5,900	Total.....	23,950	11,900
Tees.....	11,800	5,900			
Silk handkerchiefs.....	10,400	5,200			

*Principal articles of trade with the Philippine Islands.*

Articles.	Value.		Articles.	Value.	
<i>Exports.</i>	<i>Yen.</i>		<i>Imports.</i>	<i>Yen.</i>	
Coal.....	41,375	\$20,500	Sugars.....	2,967,040	\$1,983,000
Silk handkerchiefs.....	12,400	6,200	Cigars.....	155,743	770,000
Lacquer ware.....	9,487	4,700	Flax, hemp, and jute.....	95,198	47,000
Timber and planks.....	5,250	2,600	Indigo, dry.....	25,076	12,000
Fans.....	4,922	2,400	Tortoise shell.....	19,757	9,000
Porcelain and earthenware.....	4,049	2,000	Cigarettes.....	12,476	6,000
Silk tissues (habutae).....	4,060	2,000	Rattan.....	4,007	2,000
Vegetable wax.....	3,804	1,900	Coffee.....	3,798	1,800
Other silk manufactures.....	3,067	1,500	Tin.....	3,504	1,700
Rice.....	2,900	1,400	All other articles.....	7,683	3,700
All other articles.....	24,179	12,000	Total.....	3,294,182	1,600,000
Total.....	115,488	57,200			

## SHIPPING.

The increasing share of Japanese vessels in the foreign trade of the country is the main feature of the shipping industry.

The following tables show the shipping at Hiogo (Kobe) of the several countries named, for the year 1898, in comparison with that of the year 1897:

*Merchant vessels entered from and cleared for foreign countries during the year 1898.*

Flag.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
<b>STEAMERS.</b>				
Japanese.....	222	804,482	62	94,624
Austrian.....	4	10,927	13	30,164
British.....	164	281,298	93	194,282
United States.....	2	3,680	2	3,802
Germany.....	38	48,337	35	60,289
French.....	4	6,858	3	7,230
Norwegian.....	42	38,378	21	16,146
Dutch.....	4	4,338	4	4,285
Chinese.....	7	7,307	3	3,394
Hawaiian.....	2	4,596		
Total.....	489	710,191	236	414,165
<b>SAILING VESSELS.</b>				
Japanese.....	10	285	12	586
British.....	16	32,106	22	44,826
United States.....	3	7,062	9	17,515
Germany.....	7	15,461	8	17,139
Norwegian.....	1	1,568	1	1,568
Total.....	37	56,502	52	91,634

*Merchant vessels entered from and cleared for foreign countries during the year 1897.*

Flag.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
<b>STEAMERS.</b>				
Japanese.....	122	181,780	56	81,277
Austrian.....	11	26,195	10	25,065
British.....	187	308,587	85	165,415
Chinese.....	3	3,633		
Korean.....	2	680	1	444
Dutch.....	5	4,105	2	1,642
French.....	26	56,119	26	56,088
German.....	58	65,029		
Norwegian.....	41	34,105	22	15,960
Swedish.....	2	1,976		
Total.....	457	682,159	241	407,998
<b>SAILING VESSELS.</b>				
Japanese.....			5	812
Japanese (Junk).....	1	47	9	845
British.....	17	34,529	17	33,195
Danish.....	1	1,650		
German.....	5	10,400	1	1,650
United States.....	9	12,068	14	8,321
Total.....	33	58,692	50	20,626

*Merchant vessels entered and cleared coastwise during the year 1898.*

Flag.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
<b>STEAMERS.</b>				
Japanese.....	296	482,971	413	645,694
Austrian.....	7	18,826	6	15,013
British.....	424	1,007,857	486	1,073,373
French.....	49	106,305	50	106,933
German.....	60	140,768	65	128,141
United States.....	24	60,394	24	60,272
Norwegian.....	9	13,801	31	36,562
Hawaiian.....	8	18,792	10	23,388
Dutch.....	3	4,465	3	4,099
Chinese.....			4	8,913
Total.....	880	1,854,179	1,092	2,097,388
<b>SAILING VESSELS.</b>				
Japanese.....	1	46	5	1,443
British.....	5	9,632	4	7,099
German.....	1	1,695	2	3,982
Russian.....			1	850
United States.....	9	17,582	1	1,675
Total.....	16	28,955	13	14,499

*Merchant vessels entered and cleared coastwise during the year 1897.*

Flag.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
<b>STEAMERS.</b>				
Japanese.....	337	434,894	381	516,676
Austrian.....	3	8,534	3	7,231
British.....	398	945,806	302	1,094,349
Chinese.....			3	3,633
Korean.....	2	847	3	1,083
Dutch.....			2	1,642
French.....	26	56,088	26	56,119
German.....	53	112,571	72	116,589
Hawaiian.....	5	11,903	5	11,903
Norwegian.....	6	9,739	23	25,226
Spanish.....	3	2,064	3	2,064
United States.....	26	69,467	26	60,467
Swedish.....			2	1,976
Total.....	859	1,651,862	1,051	1,997,958
<b>SAILING VESSELS.</b>				
Japanese.....	1	234		
British.....	3	5,078	1	2,462
United States.....	5	7,296	1	371
Total.....	9	12,608	2	2,833

#### RECAPITULATION.

*Merchant vessels entered from and cleared for foreign countries.*

	1896.		1897.	
	Number.	Tonnage.	Number.	Tonnage.
<b>ENTERED.</b>				
Steamers.....	489	710,191	457	682,159
Sailing vessels.....	37	56,502	33	58,692
Total.....	526	766,693	490	740,851
<b>CLEARED.</b>				
Steamers.....	236	414,165	241	407,993
Sailing vessels.....	52	81,634	50	64,949
Total.....	288	495,799	291	472,942

*Merchant vessels entered and cleared coastwise.*

	1896.		1897.	
	Number.	Tonnage.	Number.	Tonnage.
<b>ENTERED.</b>				
Steamers.....	830	1,864,179	859	1,651,863
Sailing vessels.....	16	28,955	9	12,608
Total.....	846	1,893,134	868	1,664,471
<b>CLEARED.</b>				
Steamers.....	1,092	2,097,388	1,051	1,997,958
Sailing vessels.....	13	14,499	2	2,833
Total.....	1,105	2,111,887	1,053	2,000,791

#### CONCLUSION.

Since 1895, at which time the imports of the United States from Kobe were more than double the value of our exports here, there has

been a most rapid advance in the other direction, the balance of trade being now very largely in favor of the United States.

The following table shows that during 1896, taking 1895 as a basis, the United States imports here were about doubled; that in 1897 they were nearly trebled, and that in 1898 they were five times as large:

*Total value of commodities exported to the United States from Kobe, showing the increase of 1898 over 1897.*

1894.....	\$3, 516, 637
1895.....	4, 823, 350
1896.....	3, 704, 007
1897.....	4, 234, 043
1898.....	4, 853, 642
Increase.....	619, 599

*Total value of commodities imported from the United States into Kobe, showing the increase of 1898 over 1897.*

1894.....	\$2, 799, 869
1895.....	2, 272, 768
1896.....	4, 230, 960
1897.....	6, 745, 477
1898.....	11, 379, 357
Increase.....	4, 633, 780

This result having been accomplished within three years, it only remains for our American exporters to continue the contest for a large share of the foreign trade of Japan, upon the same lines that have brought them their present degree of success.

SAMUEL S. LYON, *Consul.*

HIOGO (KOBÉ), *August 3, 1899.*

#### TRADE IN 1899.

Statistics of imports into Japan during the six months ended June 30 last must necessarily give an unfair picture of her current importations, as the new Japanese statutory and conventional tariffs took effect January 1, 1899, and importations during several months prior to that date were greatly stimulated.

Some of the tariff changes most important to American exporters were stated in my annual report for 1898. Raw cotton remained on the free list, while flour, which had not been dutiable, was placed under a light tariff; pig iron, locomotives, rails, and railway materials were under a 5 per cent duty. Iron screws, nails, and machinery of all kinds were taxed 10 per cent.

A comparison of this port's commerce during the first six months of 1899 with that of the corresponding periods of 1898 and 1897 will exhibit several important features, among which may be noted the much lessened import and total trade of those months when compared with the same period in 1898, and a considerably increased total over the first six months of 1897, the imports of the six months ended June 30 last being \$15,022,352 less than during the same period in 1898, accounted for mainly, as stated, by the excessive importations previously made in order to evade the higher duties, while the imports

during the first six months of 1899 just about equaled those of the similar period in 1897, all of which conditions are shown by the second table below. It may also be seen by the same table that the excess of imports over exports for the six months under review was only about one-fourth the value of such excess during the same period in 1898.

The total value of commodities exported from and imported into Kobe during the six months ended June 30, 1899, was as follows:

Months.	Exports.	Imports.	Total.
1899.			
January .....	\$2, 709, 064	\$4, 404, 748	\$7, 113, 812
February .....	2, 918, 728	3, 027, 011	5, 945, 739
March .....	4, 043, 328	4, 049, 212	8, 092, 540
April .....	2, 968, 236	4, 118, 200	7, 086, 436
May .....	3, 188, 494	5, 275, 920	8, 464, 414
June .....	3, 042, 387	5, 385, 008	8, 427, 395
Total .....	18, 865, 187	26, 260, 094	45, 125, 281

The valuation of imports into and exports from Kobe during the first six months of the two preceding years contrasts with the same period of 1899 as stated below:

Description.	1897.	1898.	1899.
Imports .....	\$26, 269, 845	\$41, 282, 445	\$26, 260, 094
Exports .....	18, 277, 194	13, 637, 751	18, 865, 187
Excess of imports .....	12, 992, 651	27, 644, 694	7, 394, 907
Aggregate of foreign trade .....	39, 547, 039	54, 920, 196	45, 125, 281

Yokohama, being the principal port for the shipment of raw and other silk, largely exceeds in exportations the port of Kobe (Hiogo), and until the last year the total trade of that port was larger than that at Kobe. Importations at Kobe, excluding those at Osaka, also in this consular district, have, however, grown to such an extent that during the last calendar year the total trade has exceeded that of Yokohama by more than 7,000,000 yen (\$3,486,000). The imports at Kobe alone have exceeded those of Yokohama since 1893, and last year were in excess 27,119,658 yen (\$13,505,590). This half year they have been in excess 22,638,397 yen (\$11,273,922); and the total trade has been in excess 24,075,614 yen (\$11,989,656).

The balances of trade at Kobe (Hiogo) from 1889 to 1899 are shown by the following table:

Year.	Exports.		Imports.		Balance of trade in favor of foreign countries.	
	Yen.		Yen.		Yen.	
1889 .....	20, 331, 553	\$10, 125, 113	26, 085, 331	\$12, 965, 595	5, 708, 778	\$2, 840, 432
1890 .....	16, 955, 413	8, 443, 796	32, 041, 004	15, 966, 420	15, 085, 591	7, 512, 624
1891 .....	21, 733, 718	10, 823, 392	25, 700, 501	12, 798, 849	8, 968, 783	1, 975, 457
1892 .....	21, 236, 740	10, 606, 279	30, 698, 177	15, 287, 992	9, 402, 437	4, 682, 413
1893 .....	24, 968, 974	12, 434, 549	41, 234, 276	20, 564, 549	16, 325, 302	8, 130, 000
1894 .....	29, 438, 113	14, 680, 180	56, 910, 508	28, 341, 430	27, 472, 880	13, 681, 250
1895 .....	38, 307, 965	19, 077, 362	63, 098, 427	31, 423, 017	24, 790, 472	12, 345, 655
1896 .....	40, 317, 817	20, 078, 273	82, 546, 598	41, 106, 203	42, 228, 776	21, 029, 930
1897 .....	51, 408, 080	25, 601, 224	110, 741, 890	55, 149, 431	56, 333, 750	29, 548, 307
1898 .....	60, 119, 645	29, 989, 583	138, 133, 798	68, 790, 631	78, 014, 153	38, 661, 048

The value of the yen is computed at 49.8 cents United States gold.

The "leaps and bounds," by which term the progress of American trade in the East is described in a British consular report of last year, are fairly exemplified by its advance in Japan, when compared with that of other countries, during the first six months of the current year.

The total imports into this country during the first six months of 1898 were 154,759,860 yen (\$77,070,410 gold), and of the corresponding period in 1899, for the reason stated, only 92,702,308 yen (\$46,165,749), a shrinkage this half year of 40 per cent. Yet, as relates to United States exports, it is shown by the customs returns of the last six months that the importations into Japan from our country have during that time fallen off but 15.4 per cent, such imports having been for the six months ended June 30, 1898, \$12,039,698; June 30, 1899, \$10,191,038; shrinkage, \$1,848,660.

The shrinkage of American imports into Kobe has proved quite inconsiderable in comparison with that at other Japanese ports. The following table will show it to have been but about 4 per cent in Kobe as against 15.4 per cent at the open ports generally, viz: Imports from the United States into Kobe (Hiogo) during the first six months of 1898, \$7,540,203; 1899, \$7,242,619; shrinkage, \$297,584.

There was a deficiency of \$1,848,660 in exports from the United States to Japan during the six months ended June 30 last, and one in shipments from Great Britain of \$6,787,116. Otherwise stated, the American loss has been but 15.4 per cent against a British loss of 43.6 per cent, which latter is shown by the following table, also from the customs returns, viz: Imports into Japan from Great Britain during six months ended June 30, 1898, \$15,576,205; June 30, 1899, \$8,789,089; shrinkage, \$6,787,116.

*Japan's foreign trade with Great Britain and that of the United States, compared monthly from January 1 to July 1, 1899.*

Months.	United States.			Great Britain.		
	Exports.	Imports.	Total.	Exports.	Imports.	Total.
January .....	\$3,088,252	\$1,556,671	\$4,644,923	\$713,855	\$1,067,194	\$1,801,049
February .....	2,679,665	1,001,794	3,681,459	510,686	882,101	1,392,787
March .....	1,756,968	2,114,892	3,871,845	522,889	2,101,587	2,624,426
April .....	1,202,209	1,699,217	2,901,426	562,974	1,026,947	1,589,921
May .....	1,164,481	1,682,154	2,846,635	375,220	1,663,378	2,038,598
June .....	2,015,668	2,386,309	4,151,977	282,639	2,027,981	2,310,570
Total .....	11,907,228	10,191,037	22,098,265	2,968,263	8,789,088	11,757,351

Reference to the articles of import into Japan from the United States does not show, as might be supposed, that nearly the whole value has been retained by reason of the extensive shipments of raw cotton, upon which no duty exists, as the value of cotton sent here from our country during the period under review fell short \$1,392,404, while the total shrinkage of exports was but \$1,848,661.

It is fair, therefore, to assume that the new tariff has acted as a hindrance to dutiable American exports, but it is a noteworthy fact that the higher duties have not had the effect of excluding imports from the United States to the same extent as from the countries of Europe.

During the first six months of 1899, some of the principal exports from Great Britain to Japan fell off as follows:

Articles.	Six months of—	
	1898.	1899.
Cotton yarns.....	\$2,670,821	\$713,788
Shirtings and cotton prints.....	1,508,381	564,692
Cotton satins.....	608,218	89,428
Flannels.....	55,674	9,941
Machinery and engines.....	1,258,531	876,021
Iron and steel.....	1,238,849	827,249
Iron bar and rod.....	711,066	142,350
Rails.....	363,530	88,654

It must be borne in mind that the excessive importations of 1898, to avoid higher duties, have shrunken the volume of later imports.

There was also a large falling off in the value of German exports to Japan during the first half of 1899. The deficiency amounted to 32.6 per cent compared to the similar period of 1898.

In exports to Japan, Germany stands third among Western nations. It exported to Japan during the six months ended June 30, 1898, \$5,527,527; June 30, 1899, \$3,730,662; shrinkage, \$1,796,865.

The principal German exports to Japan for the two six-months periods ended June 30, 1899 and 1898, were as follows:

Articles.	1899.	1898.	Articles.	1899.	1898.
Shirtings and cotton prints.....	\$1,106	\$16,962	Iron bar and rod.....	\$22,307	\$172,492
Cotton satins.....	2,152	6,129	Rails.....		61,485
Wool.....	282,270	30,723	Nails.....	75,066	21,177
Italian cloth.....	959	19,898	Iron and steel.....	29,382	73,824
Flannels.....	25,919	198,324	Sugar, brown and white.....	827,745	693,944
Woolen cloths.....	70,879	197,640	Alcohol.....	406,577	556,982
Machinery.....	252,793	639,150	Cigarettes.....	4,236	4,956
Locomotives.....	42,294	92,818			

The following table shows the loss in exports to Japan during the six months ended June 30, 1899, of the several countries named below, these being the most important Eastern shippers.

Year.	British India.	Anam and other French India.	China.	Hongkong.
1898.....	\$11,992,420	\$10,877,105	\$3,594,052	\$3,220,926
1899.....	10,027,940	497,787	4,874,854	1,372,322
Shrinkage.....	1,963,480	10,379,318	3,719,198	1,848,104

Nearly the total value of French India's exports consisted of rice.

#### PRINCIPAL IMPORTS.

From British India, cotton, wool, rice.

From Anam and other French India, rice, cotton.

From China, cotton, wool, sugar, rice, beans, pease and pulse, oil cake, tobacco.

From Hongkong, sugar.

More than seven-tenths of the United States exports to Japan are now entered at the port of Kobe, and for this reason a comparison of

their value during corresponding periods of 1897, 1898, and 1899 will fairly reflect the present condition of American exports to this country. As a partial illustration, therefore, the principal commodities imported from the United States into this port between January 1 and July 1 last, and during the same periods of the two years immediately preceding, are named in the table below:

*United States exports to Kobe during the first six months of 1897, 1898, and 1899.*

	1897.	1898.	1899.	Increase over 1897.	Decrease of 1899.
Cotton, raw.....	\$1,701,214	\$3,297,418	\$4,354,904	\$2,613,690	.....
Kerosene oil.....	624,932	724,114	743,994	119,062	.....
Rails and railway materials.....	320,602	211,371	106,966	.....	\$213,636
Tobacco.....	59,907	180,570	382,487	322,580	.....
Leather:					
Sole.....	9,684	64,161	14,487	4,858	.....
Other.....	7,988	5,811	794	.....	7,144
Pig iron.....	4,686	46,518	26,416	21,780	.....
Iron nails.....	32,796	66,696	162,686	119,790	.....
Canvas.....	5,746	20,051	1,968	.....	8,778
Clocks, and parts of.....	20,961	7,318	4,739	.....	16,242
Machinery:					
Electro-dynamo.....	40,416	2,662	3,478	.....	36,938
Paper-making.....	12,292	1,691	5,596	.....	8,696
Other.....	43,881	70,742	21,627	.....	22,304
Locomotives.....	94,729	143,716	180,847	86,118	.....
Watches.....	9,699	20,286	4,456	.....	5,243
Condensed milk.....	11,524	24,471	13,464	1,960	.....
Bone, animal.....	10,859	14,063	8,519	.....	2,340
Paraffin wax.....	40,021	39,394	215,151	175,160	.....
Iron screws, bolts, nuts, etc.....	3,536	7,142	4,048	512	.....
Cigarettes.....	26,564	42,091	19,926	.....	8,638
Wood, planks, etc.....	49,979	10,363	2,316	.....	47,663
Flour.....	44,516	59,483	81,887	17,371	.....
Bicycles.....	4,963	7,126	3,975	.....	968
All other.....	737,665	2,522,915	940,039	.....	.....
Total.....	\$3,920,979	7,540,108	7,242,619	.....	.....

*United States imports from Kobe during the first six months of 1897, 1898, and 1899.*

Articles.	1897.	1898.	1899.	Increase over 1897.	Decrease of 1899.
Matting.....	\$888,282	\$908,854	\$891,966	\$3,724	.....
Tea.....	306,026	522,680	455,472	149,446	.....
Rice.....	265,961	147,062	415,621	149,640	.....
Rugs and carpets.....	146,346	78,278	45,199	.....	\$101,147
Porcelain ware.....	99,630	87,165	100,156	526	.....
Straw braid.....	45,419	55,770	134,181	88,762	.....
Fans.....	52,677	26,925	26,525	.....	26,152
Camphor.....	34,083	93,656	117,050	83,017	.....
Bamboo ware.....	14,143	7,321	11,617	.....	2,526
Bamboos.....	13,058	14,682	23,206	10,150	.....
Screens.....	15,870	40,922	14,617	.....	1,258
Camphor oil.....	19,804	1,589	12,809	.....	6,995
Paper ware.....	9,574	11,508	13,259	3,685	.....
Bronze ware.....	7,061	2,984	13,785	6,724	.....
Vegetable wax.....	6,355	5,386	8,687	2,332	.....
Papers.....	4,919	10,898	12,887	7,968	.....
Matches.....	4,587	1,262	1,739	.....	2,848
Lanterns (paper).....	4,524	2,125	5,197	673	.....
Rags, cotton.....	.....	48,408	3,479	.....	.....
All others.....	385,854	196,807	123,728	.....	.....
Total.....	2,324,093	2,154,222	2,431,170	.....	.....

As excessive importations during the last six months of 1898 caused a stagnation in this line during the first six months of the year, so the present condition will doubtless be followed by renewed activity of imports in the near future. American exporters should therefore make



haste to place themselves in touch with the new economic conditions of a higher Japanese tariff.

As the commerce of the United States with Japan is growing at a rapid rate, it is fair to presume that the first place, which has now been gained by our country, will be permanently held by it; in fact, it may be safely assumed that, having so nearly held its own during a period of restricted imports, the United States will naturally make a very great advance when normal conditions are resumed.

During 1898 Great Britain stood first, British India second, and the United States third. The following table exactly reverses that precedence, being a list of the principal countries having exported commodities to Japan during the first six months of 1899, and a statement of their valuation:

1. United States.....	\$10,191,037	7. Hongkong .....	\$1,128,855
2. British India.....	10,027,940	8. Belgium .....	945,071
3. Great Britain.....	8,789,039	9. Korea .....	900,792
4. China.....	4,874,903	10. Russian Asia .....	503,184
5. Germany .....	3,730,662	11. French India.....	502,767
6. France.....	1,489,122		

#### OSAKA.

The city of Osaka, situated in this consular district, 18 miles by rail from Kobe and at the head of Osaka Bay, is the second city of Japan in point of population, and the most important commercially, but owing to the comparatively shallow water next the city its commerce flows mainly through the custom-house at Kobe.

Another reason for this is the fact that Japanese merchants at Osaka receive their foreign merchandise principally through the agency of long established foreign houses in Kobe.

Immense sand bars prevent the approach of large-draft vessels to Osaka, but it is expected they will ultimately be removed by the completion of extensive dredging operations now in progress, in which case ships of great tonnage may be brought alongside the wharves of the city.

A custom-house is established at Osaka, the superintendent of which is also the head of the Kobe customs.

*Exports and imports at the port of Osaka between January 1 and June 30, inclusive.*

Exports .....	\$828,637
Imports .....	1,145,117
Total .....	1,973,754

#### REVIEW OF PRINCIPAL COMMODITIES IMPORTED FROM UNITED STATES.

*Raw cotton.*—There is a steady increase in the importation of this article into Japan. Ninety-two per cent of the cotton exported by the United States to this country comes to the port of Kobe (Hiogo). The growing demand in Japan for this commodity is shown by the following table:

*Importations from January 1 to June 30, 1897, 1898, and 1899.*

	Quantity.	Value.
1897 .....	<i>Piculs.</i> 1,229,121	\$11,534,505
1898 .....	1,481,548	13,702,840
Increase over 1897 .....	252,427	2,168,335
1899 .....	1,681,778	14,862,171
Increase over 1898 .....	200,225	1,159,331

The three countries from which comes nearly all the raw cotton imported into Japan are named below, together with the exports of each, and their increase or decrease in such exportations, from January 1 to July 1, during 1897, 1898, and 1899:

Countries.	1897.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
British India .....	<i>Piculs.</i> 791,621	\$7,167,947	<i>Piculs.</i> 697,047	\$6,118,538	.....	.....	<i>Piculs.</i> 94,574	\$1,049,409
China .....	251,556	2,428,372	125,290	1,109,166	.....	.....	126,266	1,319,206
United States .....	184,025	1,898,290	659,716	6,340,568	475,691	\$4,442,278	.....	.....

  

Countries.	1899.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
British India .....	<i>Piculs.</i> 1,042,867	\$8,788,478	<i>Piculs.</i> 345,320	\$2,669,935	.....	.....
China .....	91,276	786,631	.....	.....	84,014	\$322,535
United States .....	532,192	4,948,164	.....	.....	127,524	1,392,404

The picul is equal to 133½ pounds.

The foregoing table shows that British India and the United States together are supplying most of the cotton imported into Japan; also that during the first six months of 1897 the amount sent by our country was insignificant compared with the quantity shipped here by British India, while in the next half year the United States was slightly ahead; and that the exportation here of cotton from British India during the first six months of 1899 was nearly double the value of the American export.

The total output of Japan mills for 1899 is conservatively estimated at 720,000 bales of yarn, requiring 850,000 bales of cotton. Of this it is said that Bombay, having a short crop, can supply but 490,000 bales, and that the American market must therefore be mainly looked to for 360,000 bales.

Last year Japan produced 635,000 bales of yarn, 400,000 of which were used in supplying home wants, while the balance went to China.

To meet competition with India in Chinese markets, Japanese spinners require a careful grading of American cotton, so that when this is used with the coarser sort from India a good average quality of yarn may be produced from the mixture. This will not diminish but will increase the general demand for American cotton, as the greater production of average quality yarns will not interfere with the demands for those of finer quality requiring the use of American cotton.

An investigation made by me of American cotton interests at this port has elicited from prominent importers here of that commodity the following condensed information, viz: That spinners find it economical to mix American cotton with the Indian product in the proportion of one-fifth American and four-fifths Bombay. They stated the matter thus:

Three hundred and sixty-five catties Bombay cotton produce 1 bale of yarn weighing 312½ catties.

Three hundred and sixty catties of cotton, one-fifth American and four-fifths Bombay, produce the same.

Three hundred and fifty catties of American cotton produce the same.

American and Bombay cotton together make a stronger thread and one of better color.

Average counts spun are 18s, although the higher counts are made to a certain extent.

Much complaint has arisen on account of bad shipments of American cotton. Cotton shipped by railroad from place of production, to go by certain Pacific steamers, frequently fails to reach the coast in time, and it is said that some of such shipments have actually been on the way for six months, and that they have finally reached Japan via England and the Suez Canal.

*Kerosene oil.*—The importation of kerosene oil from the United States into Japan was increased during the first six months of 1899 by the addition of 1,894,930 gallons. The average value of that export was 6.91 cents per gallon, or about one-third of a cent higher than during the same period in 1898.

According to the customs returns, the principal importations for the half year were:

Countries.	1898.		1899.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Gallons.</i>		<i>Gallons.</i>		<i>Gallons.</i>		<i>Gallons.</i>	
United States .....	22,518,414	\$1,472,115	24,413,344	\$1,686,723	1,894,930	\$214,608		
Russian Asia .....	9,762,495	a 344,598	8,141,748	462,515	107,928		1,620,747	
Dutch India .....	2,590,285	176,186	313,630	25,981			2,276,606	\$160,265

a Evidently an error in customs returns.

*Total importation.*

First six months in 1898 .....	\$1,992,893
First six months in 1899 .....	2,165,169
Excess .....	172,276

It will be perceived that the gain in importation was all from the United States. Considerable activity is now being manifested in developing the oil wells in Japan, of which there are many. Generally speaking, the yield has not hitherto proved sufficiently productive to warrant extensive operation, but at present the outlook is more favorable. About one-third of the kerosene oil imported by Japan comes to the port of Kobe (Hiogo).

Aside from the principal use of kerosene oil, it is on the increase in Japanese towns and cities for lighting in front of dwellings and places of business, and also for burning in oil stoves and to run engines for driving rice-polishing mills.

Russian oil is received here mainly in tanks on steamers; American oil, only in tins. The Russian oil is afterwards distributed by rail, being conveyed in tanks; it is finally tinned for use. Langkat oil comes only in tins made in Langkat, cased in wooden boxes, the wood for which is shipped from Japan.

Gas and electricity are both used for lighting purposes in the larger cities, the latter being preferred.

*Leaf tobacco.*—The value of leaf tobacco imported into Japan, one-third of which comes through this port, was, during the first half year:

1898.....	\$770, 073
1899.....	1, 157, 333

Excess .....	387, 260
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The increased importation is due both to the growing demand and to the fact that a much larger quantity was imported than was sufficient to meet that demand, in order to avoid the 100 per cent duty lately placed upon it.

The high rate has been in operation scarcely more than two months, a period not sufficiently long to more than foreshadow its natural workings. It is said, however, that one of the immediate results of the new tariff will be the establishment by the American Tobacco Company, in the near future, of large tobacco factories in Japan, as a measure for the protection of its eastern interests.

The Kobe Chronicle says:

The new crop of leaf tobacco now being received at the various monopoly offices in the Empire shows a large increase over the figures for last year. The total quantity of the leaves to be received throughout the Empire is estimated as at least 13,630,000 kwamme (about 113,129,000 pounds), which is an increase of over 4½ per cent.

Importations of leaf tobacco into Japan during the first six months of 1898 and 1899 were:

Countries.	1898.	1899.	Countries.	1898.	1899.
United States.....	\$145, 827. 00	\$1, 075, 726. 00	Philippine Islands...	\$134. 00	.....
China.....	628, 139. 00	75, 127. 00	British India.....	76. 00	.....
Turkey.....	575. 00	2, 472. 00	Great Britain.....	.....	9. 00
Korea.....	309. 00	121. 00	Germany.....	.....	\$2. 50

*Locomotive engines, passenger and freight cars.*—The above is the customs heading in the monthly reports, but it is probable that the figures deal almost exclusively with locomotives.

A comparison of such exports to Japan during the first half of 1898 and 1899 is given below:

First six months, 1898 .....	\$1, 285, 481
First six months, 1899 .....	947, 021
Deficiency .....	338, 460

It may be perceived by the following table that shipments of locomotives by the United States to Japan fell off during the period reviewed fully 60 per cent, while shipments from Great Britain gained 29½ per cent.

The loss of 60 per cent by American locomotive manufacturers in this country is a very considerable one, as the first half of their last year's export was much the largest on record; but, although the

remarkable lead then obtained by them has scarcely been maintained, yet, as compared with all such exports made previous to 1898, those of this half year are of phenomenal value. In order, however, to maintain this condition, the several features of competition, including superiority and quick delivery, must be considered prime factors to be dealt with.

American locomotives have already been sufficiently tested in this market to prove the ability of our manufacturers to at least evenly divide the supply; but in order to do this it must be borne in mind that the field is not already won, but must be seriously contested.

*Total imports of the above into Japan during the first six months of 1898 and 1899.*

Countries.	1898.	1899.
Great Britain .....	\$456,663	\$591,828
United States .....	718,734	285,940
Germany .....	92,818	42,908
Switzerland .....	2,085	25,114
France .....	15,181	1,886
Total .....	1,285,481	947,021

*Railroad iron.*—The importation of rails into Japan ran very close between the United States and Great Britain during the first six months of 1898, although statistics of that import for the full year show that our country sent here twice the value of rails that Great Britain did.

From January 1 to June 30 last, inclusive, the United States sent to Japan but little more than one-fourth and Great Britain but little more than one-tenth the value sent during the corresponding time in 1898, and less than one-fifth was imported during that time. But, referring to the present condition and future outlook in Japan of the iron market generally, the Osaka Mainichi says:

The demand has been quite active for some time past, and iron of all descriptions is especially in demand. The advance in the price of iron in Europe and America last spring made the Japanese dealers hesitate to issue orders, with the result that there is a scarcity of stock. The dealers were, in consequence, obliged to send orders at what was considered an unfavorable moment, and they anticipated losing by the transaction. This anticipation was not fulfilled, however, as, owing to the continually advancing prices in the European and American markets and the increasing demand in Japan, an unexpected profit was realized. Iron pipes of 2 to 3 inches in diameter are in specially good demand, owing to their extensive use in the petroleum industry in Echigo Province. They are now being sold at any price the holders ask.

*Importations of rails (railway materials excluded) into Japan for the six months ended June 30, 1899.*

United States .....	\$100,544
Great Britain .....	38,654
Belgium .....	6,580
France .....	3,364

*Machinery and engines.*—The valuation of machinery and engines imported into Japan during the last half year has fallen off more than 50 per cent.

Cotton-spinning machinery constitutes the most important item of value in this line, nearly the whole coming from Great Britain.

The monthly customs returns do not state the name of the country from which comes the various machinery grouped under the above

heading, as is done in the annual reports; but in the latter it is generally shown that the United States leads in the exportation of the machinery to Japan.

The total imports under the above heading for the first six months of 1899 were \$1,495,696, against \$2,283,795 the first half of last year. Great Britain stood first, the United States second, and Germany third.

*Iron nails.*—The importance assumed by the export of this commodity from the United States to Japan, notwithstanding the general laxity of other iron exports, is one of the noticeable features in American trade here.

During 1895, the United States exported to this country but \$2,521 worth of iron nails. From this small beginning, the exports rose the very next year to \$116,160, to \$467,810 in 1897, and to \$590,000 in 1898.

*Imports of nails into Japan from the United States.*

First six months of 1898 .....	\$166, 671
First six months of 1899 .....	277, 227
Gain .....	110, 556

Iron nails valued at \$152,585 were entered at this port only between January 1 and June 30 last, inclusive.

The nail market in Japan has been gained principally from Germany; her exports hitherto of that article have gained threefold during the period under review.

*Total exports of nails to this country for the first six months of 1899.*

United States .....	\$277, 227
Germany .....	75, 117
Great Britain .....	9, 011
Belgium .....	1, 585
France .....	255

### EXPORTS.

The United States leads the world in imports from Japan as well as in exports to that country, and therefore in total trade.

The largest item of export from this country is raw silk, the value of which during the first half of this year was \$8,768,801, and more than 75 per cent was sent to the United States.

The next in valuation is cotton yarn, which, during the same period, was valued at \$6,481,487, 86 per cent of which was shipped to China. The raw silk is all exported from Yokohama, while more than nine-tenths of the cotton-yarn export is shipped from the port of Kobe, having been manufactured in Osaka.

### COTTON YARNS.

Cotton yarns are both imported and exported, but importations are rapidly decreasing, none but the higher counts coming to this country. They are imported from England.

The declared value of this import was:

First six months of 1898 .....	\$2, 691, 316
First six months of 1899 .....	719, 971

Shrinkage .....

1, 971, 345

The value of cotton yarns exported was:

First six months of 1898 .....	\$4, 706, 821
First six months of 1899 .....	6, 491, 487
Excess .....	1, 784, 666

Japanese yarns are shipped principally to Shanghai, Hongkong, Newchang, Chefoo, and Tientsin, and from these points distributed throughout China.

The capacity of the mills in Osaka, however, now exceeds their output, and in order to remedy this, strenuous exertions are being made to open new markets and to extend trade in the old ones; besides, every effort is being made to lessen the yarn importations from England by spinning a portion of the higher counts made from American cotton, and in this some degree of success has been attained.

The progressive spirit of the Japanese people is shown in no better way than by the continual extension of manufacturing facilities in the city of Osaka. Tourists who come to this country and pass by the industrial establishments in order to spend more time in studying the beautiful in art of Japan and in visiting its picturesque scenery are overlooking one of the most important features of this country, fast becoming modernized.

Industrial enterprises in Japan are largely under the eye of the Government, and they are fostered by grants and subsidies as by no other country in the world. If it were not so, it is probable that many large undertakings in Japan would not show their present energetic condition.

#### THE TEA SEASON OF 1899.

The tea market opened at the usual time and at lower prices than last year. The quality was poorer than the average, and was shown so throughout the entire season, both in leaf and draw.

Prices opened lower than usual, but they soon advanced under the influence of a strong and general demand and figures soon reached 5 yen (\$2.49) per picul higher than last year, from which there was no decline throughout the season. But, as it was tersely put by a large American exporter of teas, "people were trying to buy price this year, not quality."

The great demand for cheap teas, even those down to the lowest grade which could possibly pass the United States standard, induced many of the Japanese tea growers to "kill the goose that laid the golden egg" by the mixing of good and poor teas together, in order to get clear of the poor ones.

This plan for ridding themselves of what in itself was an unsalable product seems to have worked well for once, but it can not be repeated with benefit to the growers, as the operation would spoil their market. Tea tasters hold that in the compounding of teas, the better quality does not raise the quality of the mixture so much as the inferior one lowers it, therefore the United States market may be heard from on this point.

Stocks held in the country at this date (October) are larger than last year, from the fact that comparatively little business has been done in second-crop teas; heretofore, quite a large trade has been done

in second crop also. The bulk of holdings is now of too poor a quality to meet the United States standard, but notwithstanding this, settlements exceed those of last year by some 5,000 piculs.

*Tea exports from Japan during the first half of 1898 and 1899.*

Articles.	1899.		1898.	
	Quantity.	Value.	Quantity.	Value.
Green (pan-fire) .....	<i>Cutties.</i> 7,516,682	\$1,390,275	<i>Cutties.</i> 8,148,679	\$1,380,878
Green (basket-fire) .....	2,914,438	443,125	3,276,513	559,698
Dust .....	1,315,449	40,708	1,265,883	44,466
Other .....	510,485	30,175	445,431	22,157
Total .....	12,257,054	1,604,288	13,136,506	1,957,199

#### RECAPITULATION.

	Quantity.	Value.
First six months of 1898 .....	<i>Cutties.</i> 13,136,506	\$1,957,199
First six months of 1899 .....	12,257,054	1,604,288
Shrinkage .....	879,452	852,916

Kobe ranks next to Yokohama in the export of teas. The following are the values of shipments from the various ports of Japan for the first six months of this year:

Yokohama .....	\$1,083,869	Hakodate .....	\$22
Kobe .....	508,963	Other ports .....	118
Osaka .....	1,517		
Nagasaki .....	9,705	Total .....	1,604,194

Of the total amount of tea exported from January 1 to June 30, \$1,386,628 worth went to the United States. This was 84.3 per cent of the crop. British America took most of the balance; more this year than formerly, on account of the fact that it received the refuse teas excluded from the United States.

#### MATTING.

The matting trade and industry are laboring under more complicated conditions this year than formerly, as buyers are compelled to seek better qualities for prices no higher.

Dealers in the United States are refusing to receive such trashy stuff as was consigned them last year, in order that they might obtain mattings coming under the most favorable rate of duty, and as the cost in this country of manufacturing is on the increase, this is a very difficult proposition for the Japanese manufacturers, but they are trying as best they can to solve it.

There are periods when they can improve the quality of a cheap matting, in consequence of a reduction in the price of the material from which it is made, but when the cost of this advances they must either cheapen the quality or cease making the goods, as the profit upon the cheap grades is very light.

There is always a large demand from the United States for mattings costing not more than 10 cents per yard; and this is particularly the



case now, on account of the peculiar application of the tariff, which is relatively higher on those above that price.

The better qualities of mattings are rather more sought for this year than last, and business in this commodity, as may be seen by the table following, has been somewhat increased.

Mattings are made mainly in the provinces of Bizen, Bitshu, and Bingo, of which Okayama is the principal city, and also in the province of Bungo. The three provinces first named being situated in this consular district, the mattings made there are shipped from this port.

As is the case with tea, nearly the whole export goes to the United States.

The total value of matting exported from Japan was—

First six months of 1899 .....	\$953, 221
First six months of 1898 .....	860, 305
Excess .....	92, 916

#### RICE.

This port is the main point at which both exportation and importation of this article take place.

Rice being the principal crop and article of food in Japan, it is only a question of the "season" as to whether a small quantity shall be exported, or a very large one imported. The first half of this year there was a moderate export; but during the corresponding time last year, the import was huge.

*Japanese exports and imports of rice during the first six months of 1898 and 1899.*

	1898.	1899.
Imports .....	\$19, 723, 769	\$3, 994, 109
Exports .....	1, 077, 911	612, 819
Excess .....	18, 645, 858	3, 381, 290

The heavy import of 1898 came principally from French and British India and other Eastern countries; but the export was, and is generally, scattered all over the world.

#### CAMPHOR.

There was a largely increased exportation of this article during the first half of 1899.

The entire export went from Kobe, three-fourths being shipped to Hongkong and to the United States.

*Exports for the first six months of 1898 and 1899.*

Countries.	1898.	1899.
Hongkong .....	\$176, 584	\$267, 334
United States .....	93, 656	117, 050
All other countries .....	41, 963	74, 124
Total .....	\$312, 203	458, 512
Increase .....		146, 309

The new law by which the Japanese Government monopolizes the production and sale of Formosan camphor took effect on July 1 last.

The Government stipulated to pay the licensed producers in the camphor forests during the first six months of its operation 30 yen (\$14.94) per picul (133½ pounds), which figure, however, was deemed a very low one, and not sufficient to encourage production.

It is conservatively estimated that the administration of the monopoly will cost annually 280,000 yen (\$139,440), but that the profit to the Government will not be more than 212,000 yen (\$105,576). The present indication, therefore, is that the successful operation of the new and not much tried monopoly will be a difficult task.

During January and February last, the average export price for crude camphor was about 52 yen (\$25.89), and through the following four months from 56 yen (\$27.88) to 64 yen (\$31.87) per picul. The present asking price (October) is 65 yen (\$32.37).

The quality of crude camphor exported is much the same as in other years. About 375,000 pounds of crude camphor are annually refined in Kobe.

#### MATCHES.

This consular district is the seat of the match industry, nearly the entire product being made in Kobe and Osaka.

Exports of this article fell off quite largely during the first half of this year.

Much complaint is heard concerning the poor quality of Japanese matches, which is not at all strange. Only Eastern countries will use them to any extent; at all events, match makers in the United States need have no fear that Japanese makers will ever seriously seek to introduce so inferior a product into our country. In the case of matches, cheap labor is combined with poor materials, and there has been no improvement in their manufacture for a long time.

#### *Exports for the first six months of 1898 and 1899.*

1898.....	\$1,640,910
1899.....	1,388,456
Shrinkage .....	252,454

#### *Principal countries to which exported.*

Countries.	First six months of—	
	1898.	1899.
Hongkong.....	\$908,532	\$664,973
China.....	396,833	440,500
British India.....	300,047	183,508
Korea.....	35,276	38,346

Matches were also sent from here as follows:

Countries.	First six months of—	
	1898.	1899.
United States.....	\$1,303	\$1,738
Philippine Islands.....	4,532	.....
Hawaii.....	587	163

*Other principal exports and imports, port of Kobe, January to June, inclusive, 1898 and 1899.*

[Values being stated in round numbers.]

## EXPORTS.

Articles.	1898.		1899.	
	Yen.		Yen.	
Fish, cuttle .....	148,116	\$74,000	196,509	\$97,000
Vegetable colle .....	884,202	190,000	528,459	280,000
Shrimps .....	62,249	31,000	56,296	28,000
Mushrooms .....	160,878	80,000	206,145	100,000
Sake .....	42,928	21,000	72,499	36,000
Buttons .....	129,799	64,000	188,986	94,000
Antimony .....	97,666	48,000	117,352	58,000
Copper .....	1,530,112	760,000	3,396,899	1,600,000
Vegetable wax .....	281,819	140,000	304,038	150,000
Silk, noshi and waste .....	214,626	107,000	399,496	190,000
Silk piece goods:				
Habutae .....	184,153	92,000	340,594	170,000
Other .....	31,394	15,000	7,382	3,000
Cotton blankets .....	110,163	55,000	83,363	41,000
Cotton flannels .....	37,334	18,000	120,861	60,000
Cotton piece goods .....	651,134	320,000	592,709	290,000
Towels .....	156,726	78,000	106,002	52,000
Rugs, cotton, hemp, and wool .....	430,879	210,000	863,847	180,000
Bamboo .....	302,961	150,000	152,767	76,000
Coal .....	258,424	120,000	240,278	120,000
Timber .....	78,175	39,000	67,263	33,000
Bamboo manufactures .....	90,268	45,000	89,141	45,000
Brushes .....	148,015	71,000	113,964	56,000
Fans .....	233,419	110,000	281,833	110,000
Looking-glasses, etc. ....	166,012	88,000	161,969	80,000
Lacquered ware .....	73,920	36,000	69,982	34,000
Lamps and parts .....	168,581	79,000	106,421	53,000
Porcelain and earthenware .....	596,436	290,000	662,286	320,000
Screens .....	152,890	76,000	180,949	65,000
Straw plait .....	701,422	350,000	906,402	450,000
Umbrellas .....	401,062	200,000	576,593	280,000
All other articles .....	19,618,437	9,800,000	26,991,632	13,000,000
Total .....	27,628,879	18,000,000	37,570,267	18,000,000
Reexports .....	546,934	270,000	311,439	150,000
Total exports .....	28,174,813	14,000,000	37,881,706	18,000,000

## IMPORTS.

Watches .....	380,820	190,000	22,666	11,000
Chlorate of potash .....	238,628	110,000	174,207	87,000
Aniline dyes .....	286,972	140,000	159,012	79,000
Indigo, dry .....	139,722	69,000	504,084	250,000
Window glass .....	186,898	92,000	289,948	140,000
Beans, pease, and pulse .....	2,424,773	1,200,000	1,243,098	620,000
Cotton seed .....	292,800	140,000	506,280	250,000
Leather .....	291,909	140,000	151,564	75,000
Bar iron, rod, plate, and sheet .....	1,617,141	800,000	763,907	380,000
Materials of bridges and buildings .....	708,774	350,000	49,935	24,000
Zinc .....	216,262	100,000	831,407	190,000
Sugar, brown and white .....	3,698,457	1,800,000	2,430,338	1,200,000
Cotton, unspun .....	168,845	84,000	342,902	170,000
Cotton prints .....	217,486	100,000	77,994	38,000
Cotton satins .....	640,514	320,000	66,002	33,000
Cotton velvets .....	171,589	85,000	11,701	5,000
Shirtings, gray and white .....	807,248	400,000	807,880	150,000
Woolen yarns .....	81,231	40,000	37,311	18,000
Flannels .....	108,194	53,000	13,404	6,000
Italian cloth .....	78,549	39,000	27,765	13,000
Mousseline de laine .....	1,583,996	760,000	1,206,376	600,000
Woolen cloths .....	227,689	110,000	87,099	43,000
Flax, hemp, and jute .....	104,071	52,000	237,208	110,000
Oil cakes .....	2,008,996	1,000,000	1,391,704	680,000
All other articles .....	66,979,418	32,000,000	42,207,110	21,000,000
Total .....	82,597,769	41,000,000	52,698,512	26,000,000
Reimports .....	37,187	18,000	37,604	18,000
Total imports .....	82,634,956	41,000,000	52,731,116	26,000,000

*Duties at Kobe, January to June, 1898 and 1899.*

	1898.		1899.	
	Yen.		Yen.	
Export duties.....	171,500	\$85,000	289,736	\$140,000
Import duties.....	1,286,216	610,000	2,421,894	1,200,000
Miscellaneous.....	58,227	26,000	44,879	22,000
Total.....	1,460,943	730,000	2,746,999	1,300,000

It will be seen by the two tables just preceding that, although in consequence of the operation of the higher duties, imports at Kobe have decreased in value more than one-third, yet the effect has been to about double the customs revenue of the port.

There is no doubt that imports will not only quickly regain what they have lost during the first half of this year, but that importations into Japan will steadily increase under the new tariff, thereby bringing to the Government a large revenue derived from a new source; but whether future importations will continue to increase in the same ratio as that of the past is problematical; it is likely they will not, but that the final effect of the higher duties will be to so foster home industries as to considerably increase production in this country.

*Imports and exports of specie and bullion at Kobe.*

	January to June—	
	1898.	1899.
	Yen.	Yen.
Exported .....	43,334,421	1,138,269
Imported .....	2,001,620	15,128,713

SAMUEL S. LYON, *Consul.*

KOBE, *November 1, 1899.*

## SUPPLEMENTARY.

I inclose clipping from the Kobe Chronicle, an English journal published at this port, and dated the 3d instant. Attention is called thereby to the fact that for the first time, the total annual trade at this port has exceeded that of Yokohama, and that the excess is attributable to the growing import trade of Kobe.

SAMUEL S. LYON, *Consul.*

HIOGO, *January 4, 1900.*

## THE TRADE OF KOBE FOR LAST YEAR.

From the following statistics, kindly supplied to us by the superintendent of the customs, it will be seen that for the first time within the history of the treaty ports, the total export and import trade of Kobe for the year shows an excess over that of Yokohama. This excess is entirely owing to the import trade, which from January 1 up to December 25 of the year just concluded amounted to 117,354,161 yen (\$58,442,372), against Yokohama's 74,040,992 yen (\$36,872,414). In exports, however, Yokohama still keeps the lead, showing a total value of exports of 105,890,631 yen (\$52,733,534), as against Kobe's 73,460,698 yen (\$36,583,428). This is owing to the large export trade in silk done at Yokohama—a trade in which, for various

reasons, the southern port does not participate to any large extent. The trade at both ports up to the 25<sup>th</sup> ultimo is thus shown:

Articles.	Kobe.		Yokohama.	
	Yen.		Yen.	
Export .....	78,460,698	\$86,583,428	105,890,681	\$52,733,584
Import .....	117,334,161	58,442,372	74,040,992	36,572,414
Total .....	190,794,859	95,025,800	179,931,673	89,605,948

The trade of Kobe for the year concluded compares very favorably with preceding years. The exports show an increase of some 10,000,000 yen (\$4,980,000), though the imports, on the other hand, show a decrease of some 18,000,000 yen (\$8,964,000). This, is of course, owing to the increased volume of the import trade in 1898, due to the desire to import goods before the new customs tariff came into force. The import trade for last year shows an increase of 10,000,000 yen (\$4,980,000) over that for 1897.

As regards the principal lines of exports dealt in, tea alone shows a decrease, the difference, however, being very slight. Cotton yarn, on the other hand, shows an increase in value of one-sixth, and rice of two-thirds. With this excess in the export of rice, naturally the import of the same commodity shows a large decrease, amounting to some 25,000,000 yen (\$12,450,000). Sugar also shows a great decrease, due to its increasing manufacture in Japan. The customs revenue is doubled, this being due to the increase in the tariff, but the revenue realized is considerably below the estimates.

### NAGASAKI.

I give below statistics of the imports and exports and of navigation in the Nagasaki, Japan, consular district for the year ended December 31, 1898:

#### *Detailed statement of all foreign imports into Nagasaki.*

Articles.	Quantity.	Value.	
		Yen.	
Balances, measuring scales, and tapes .....		3,188.36	\$1,568
Compasses and chronometers.....	12	2,335.34	1,168
Cutlery.....		1,406.16	701
Diving dresses and parts .....		12,004.12	5,978
Electric-light apparatus.....		16,153.40	8,044
Fire engines and pumps.....		131,379.82	65,427
Implements and tools, farmers' and mechanics' .....		21,506.40	10,710
Instruments:			
Musical .....		4,852.62	2,416
Dynamo, electric.....		2,794.42	1,391
Surgical .....		1,153.16	574
Surveying .....		10,501.08	5,229
Other scientific.....		5,902.22	2,939
Photographic.....		3,143.28	1,565
Locomotive engines and parts .....		623,935.14	\$10,520
Machinery:			
Mining, and parts .....		120,323.76	64,405
Cotton spinning, and parts.....		149,088.42	74,246
Other spinning, and parts.....		39,950.68	19,900
Telegraphic, and parts .....		3,911.40	1,947
Other.....		394,140.68	198,402
Meters, steam .....	322	4,236.64	2,110
Sewing machines and parts.....		5,635.62	2,807
Steam boilers, engines, and parts .....		143,300.00	71,364
Typewriters and copying presses.....		1,622.22	843
Other arms, machinery implements, etc.....		8,758.72	4,383
Butter .....	catties..	20,061.76	9,976
Cheese .....	do.....	6,928.28	3,450
Coffee .....	do.....	8,443.96	4,205
Condensed milk .....	dozen..	8,827.28	4,417
Confectionery and sweetmeats.....		7,974.44	3,971
Eggs, fresh .....	M.....	5,980.64	2,979
Flour .....	catties..	108,501.33	53,087
Fruits, fresh and dried, and nuts.....		5,121.90	2,561
Hams and bacon .....	catties..	2,993.32	1,494
Mineral water, etc .....		1,313.03	654

*Detailed statement of all foreign imports into Nagasaki—Continued.*

Articles.	Quantity.	Value.	
		Yen.	
Salt:			
Crude.....catties	941,494	6,683.73	\$3,318
Refined.....do	1,658	94.13	47
Salted fish.....do	21,750	1,280.27	627
Salted meats.....do	2,197,021	183,057.12	68,752
Tea.....do	18,548	4,402.02	2,192
Other comestibles.....do		125,940.90	62,719
Boots and shoes.....pairs	278	580.70	289
Hosiery.....dozen	546	1,021.48	506
Trimming.....do		2,576.46	1,283
Waterproof coats.....do	128	1,027.71	512
Other clothing and accessories.....do		16,712.90	8,323
Alcohol.....catties	64,919	8,496.78	4,233
Alum.....do	192,798	3,589.47	1,789
Ginseng.....do	1,228	10,808.04	5,382
Phosphorus, amorphous.....do	1,600	2,041.28	1,016
Soda:			
Bicarbonate.....do	177,156	6,009.40	2,992
Caustic.....do	1,011,285	36,369.40	18,112
Other drugs, chemicals, and medicines.....do		13,414.78	6,681
Cobalt, oxide of.....catties	3,450	12,556.54	6,253
Galls of all kinds.....do	13,091	2,476.24	1,233
Lead, all colors.....do	196,889	22,835.80	11,372
Paint:			
In oil.....do	161,440	20,200.05	10,060
For ships' bottoms.....do	62,562	24,280.78	12,092
Varnish.....do	19,481	8,006.20	3,966
White zinc.....do	118,732	19,708.34	9,815
Other dyes, colors, and paint.....do		1,203.32	599
Glass, window.....cases	7,364	25,811.04	13,352
Other glass manufactures.....do		6,200.82	3,008
Beans, pease, and pulse.....piculs	80,475	261,681.40	130,317
Rice.....do	406,622	2,008,456.72	1,000,211
Sesame.....do	79,552	5,001.16	2,490
Other grains and seeds.....do		5,908.18	2,942
Furs.....do	266	1,051.40	523
Animal hair.....catties	6,305	2,796.02	1,392
Leather:			
Sole.....do	2,955	764.96	381
Other.....do	4,972	5,391.62	2,686
Tortoise-shell.....do	1,365	6,262.00	3,118
Other bones, shells, hides, etc.....do		4,121.50	2,052
Iron:			
Pig.....catties	12,195,508	141,898.10	70,668
Bar and rod.....do	5,968,201	219,699.82	109,411
Rail.....do	6,833,813	172,666.14	85,967
Railway materials.....do	1,113,849	70,445.76	35,082
Plate and sheet.....do	6,279,499	201,649.88	100,421
Roofing.....do	44,408	2,649.24	1,319
Galvanized sheet.....do	367,506	26,174.56	13,085
Diagonal and checkered plate.....do	117,469	3,739.42	1,892
Other manufactured.....do	1,173,944	38,238.56	19,048
Pipes and tubes.....do	2,063,920	117,751.66	58,640
Nails.....do	874,016	37,989.97	18,909
Screws, bolts, and nuts.....do	363,402	28,306.14	13,100
Tin plates.....do	455,522	27,182.95	13,587
Old iron.....do	247,806	5,104.58	2,542
Anchor and chain cables.....do	248,568	20,390.73	10,155
Other cables.....do	63,406	8,359.02	4,163
Grates, stoves, and fittings.....do		2,286.92	1,139
Safes and cash boxes.....piculs	8	1,701.64	843
Materials for bridges and buildings.....catties	122,090	12,196.88	6,074
Wheels, axles, and springs.....do	1,321,842	112,171.46	56,861
Other manufactures of.....do		208,228.86	101,207
Steel:			
Bar.....catties	285,679	36,451.62	18,153
Wire rope.....do	256,494	52,882.56	26,396
Old files and old steel.....do	26,373	1,100.76	548
Other manufactures of.....do		16,222.74	8,079
Brass.....catties	15,721	7,350.20	3,660
Tubes.....do	102,885	41,072.40	20,454
Manufactures of.....do		12,964.18	6,451
Copper:			
Plate, sheet, and rod.....catties	58,646	19,492.77	9,706
Tubes.....do	115,048	49,219.88	24,512
Manufactures of.....do		5,686.69	1,311
Door locks, bolts, hinges, etc.....do		2,015.86	1,004
Gold and silver plated ware.....do		2,771.94	1,430
Lead:			
Sheet.....catties	60,336	4,770.46	2,375
Tubes.....do	61,880	5,225.28	2,602
Mercury or quicksilver.....do	9,000	10,483.01	5,223
Solder.....do	5,040	1,413.25	706

*Detailed statement of all foreign imports into Nagasaki—Continued.*

Articles.	Quantity.	Value.	
		Yen.	
Tin .....	catties.. 11,706	4,180.54	32,057
Utensils .....	.....	4,836.16	2,408
Yellow metal, sheathing, and other .....	.....	7,047.52	8,510
Zinc, sheet .....	catties.. 56,418	7,832.80	8,926
Other metals and manufactures of .....	.....	208,444.28	108,804
Candles .....	catties.. 6,862	1,579.04	786
Oil:			
Castor .....	do.. 24,081	3,698.62	1,842
Kerosene—			
Bulk .....	gallons.. 1,200,962	65,546.70	32,643
Cans .....	do.. 7,470,145	926,964.14	461,623
Linseed .....	catties.. 181,867	18,080.01	8,994
Lubricating .....	do.. 185,620	17,281.40	8,561
Olive—			
Bulk .....	do.. 1,225	452.60	226
Bottles .....	dozen.. 326	1,788.02	888
Turpentine .....	gallons.. 1,436	1,242.98	619
Paraffin wax .....	catties.. 24,000	2,086.24	1,089
Other oils and wax .....	.....	5,457.06	2,718
Books .....	.....	5,427.46	2,708
Photograph paper .....	.....	2,244.80	1,118
Other paper and stationery .....	.....	15,566.72	7,762
Sugar:			
Brown .....	catties.. 100,848	581,607.60	264,741
White .....	do.. 487,900	3,615,241.21	1,800,390
Refined .....	do.. 101,596	12,470.47	6,210
Molasses and sirup .....	do.. 258,885	3,852.66	1,918
Cotton:			
Raw .....	piculs.. 104,691	1,965,105.18	968,582
Drills .....	yards.. 104,181	12,581.08	6,240
Duck .....	do.. 7,208	1,948.02	970
Prints .....	do.. 201,889	27,665.08	13,777
Shirtings:			
Gray .....	do.. 142,968	11,546.31	5,750
White .....	do.. 16,197	2,072.18	1,082
Other cotton tissues .....	.....	11,899.64	5,677
Flannels .....	yards.. 2,906	1,841.64	668
Woolen cloths .....	do.. 15,691	23,719.88	11,813
Other woolen, and woolen and cotton tissues .....	.....	6,883.84	3,408
Silk crape .....	yards.. 11,894	9,324.86	4,644
Pongee .....	do.. 81,684	6,477.92	3,226
Satins .....	do.. 99,448	120,844.82	60,181
Other silk tissues and mixed fabrics .....	do.. 37,800	87,888.44	18,868
Flax, hemp, jute, and china grass .....	catties.. 23,308	1,197.86	596
Flax or linen canvas .....	yards.. 89,786	11,792.40	5,672
Linen tissues .....	do.. 30,158	5,962.68	2,965
Linen and cotton tissues .....	do.. 15	156.68	78
Blankets .....	catties.. 1,826	1,297.40	646
Carpets and carpeting .....	.....	7,084.98	3,523
Chikufu .....	yards.. 28,457	3,680.88	1,833
Gunny cloth .....	do.. 69,500	1,061.06	588
Handkerchiefs, cotton and other .....	dozen.. 847	2,864.39	1,178
Mosquito netting .....	yards.. 2,668	1,662.74	828
Oil and leather cloth .....	do.. 1,687	2,734.42	1,362
Twine: Cotton, flax, hemp, and jute .....	catties.. 8,068	1,821.06	907
Yarn and thread, unenumerated .....	.....	2,734.28	1,362
Other tissues and materials, and manufactures of .....	.....	19,886.82	9,656
Cigars .....	catties.. 8,309	14,451.86	7,197
Cigarettes .....	M.. 1,776	4,647.78	2,315
Tobacco:			
Cut .....	catties.. 15,596	14,090.34	7,021
Leaf .....	do.. 5,068,960	655,748.70	326,568
Other .....	do.. 1,728	947.62	472
Beer, ale, and porter:			
Quart bottles .....	dozen.. 2,371	4,566.96	2,284
Pint bottles .....	do.. 4,721	6,320.90	3,143
Brandy .....	f. do.. 1,809	10,792.52	5,375
.....	gallon.. 567	618.94	306
Champagne .....	dozen.. 3,548	58,670.70	28,678
Chinese liquor .....	sho.. 228,362	89,925.26	19,883
.....	dozen.. 452	1,968.86	978
Gin .....	gallon.. 167	228.50	119
Liqueurs .....	dozen.. 1,796	16,594.06	8,234
.....	f. do.. 73	650.50	324
Rum .....	gallon.. 20,407	11,828.78	5,901
.....	dozen.. 156	1,220.86	608
Sherry .....	gallon.. 883	601.86	300
Vermouth .....	do.. 358	1,936.84	965
Whisky .....	dozen.. 2,238	16,502.90	8,218
.....	gallon.. 2,476	6,783.06	3,368
Wine .....	dozen.. 2,084	14,001.80	6,978
.....	gallon.. 36,901	27,105.80	13,497

*Detailed statement of all foreign imports into Nagasaki—Continued.*

Articles.	Quantity.	Value.	
		Yen.	\$
All other wines, spirits, and fermented liquors .....	.....	21,186.66	\$10,541
Cattle .....	718	23,754.71	11,831
Horses .....	2	316.00	157
Sheep .....	140	1,090.66	543
Other animals .....	.....	479.41	239
Caoutchouc and gutta-percha sheets .....	catties 6,114	13,371.16	6,659
Portland cement .....	do 391,795	3,254.70	1,621
Coal .....	tons 34,513	290,546.70	144,693
Coke .....	catties 1,339,464	7,847.66	3,908
Lard, tallow, and grease .....	do 32,599	3,006.38	1,497
Fertilizers:			
Animal bone .....	do 13,227,914	188,837.12	94,041
Dried sardines .....	do 354,758	3,529.94	4,248
Oil cakes .....	piculs 531,028	1,088,110.33	544,369
Other .....	.....	3,290.42	1,538
Old cotton and waste .....	catties 288,146	12,289.80	6,120
Pitch and tar .....	do 222,587	3,843.33	1,914
Plumbago and black lead .....	do 28,179	3,244.50	1,616
Putty .....	do 27,428	1,249.46	622
Timber:			
Teak .....	cubic feet 22,085	59,845.76	29,803
Other .....	.....	30,811.96	15,096
Belting and hose, for machinery .....	.....	5,290.78	2,625
Brushes and brooms .....	.....	1,151.08	573
Caoutchouc and gutta-percha, manufactures of .....	.....	10,508.84	5,233
Carriages, bicycles, tricycles, and parts .....	.....	4,910.14	2,445
Railway cars:			
Passenger .....	.....	101,854.58	50,525
Freight .....	.....	1,422.38	708
Cordage and rope .....	catties 94,469	13,804.72	9,365
Corks .....	do 3,044	1,472.80	733
Dynamite .....	do 3,625	6,175.10	3,075
Fishing guts .....	do 5,159	20,334.10	10,126
Furniture .....	.....	19,379.22	9,899
Gunny bags .....	piculs 34,850	26,360.02	2,121
Lamps:			
For electric light .....	.....	18,610.16	9,267
Mats and matting .....	.....	3,313.14	1,650
Packing for steam engines .....	catties 12,049	4,573.56	2,278
Porcelain and earthenware .....	.....	10,472.70	5,216
Soap:			
Toilet .....	dozen 1,061	814.34	405
Washing .....	catties 20,090	2,161.85	1,077
Submarine and underground cables .....	.....	77,402.04	38,546
Toilet water, hair oil, and cosmetics .....	.....	2,211.28	1,101
Steam vessel .....	.....	2,400,000.00	1,196,200
Waste cotton yarn .....	catties 25,920	4,645.70	2,316
Other miscellaneous articles .....	.....	122,935.36	61,222
<b>Total foreign produce .....</b>		<b>19,684,588.43</b>	<b>9,802,924</b>
<b>Japanese produce and manufactures .....</b>			
Comestibles .....	.....	384.92	193
Clothing and accessories .....	.....	1,373.07	684
Drugs, medicines, and chemicals .....	.....	18.14	9
Metals and metal manufactures .....	.....	167.00	83
Fabrics, yarns, threads, and raw materials thereof .....	.....	250.00	125
Cigarettes .....	.....	54.16	27
Steam vessel .....	1	10,000.00	4,980
Miscellaneous .....	.....	1,809.47	901
<b>Total Japanese produce .....</b>		<b>14,057.16</b>	<b>7,002</b>
<b>Total imports .....</b>		<b>19,698,645.59</b>	<b>9,809,926</b>

*Table of imports into Nagasaki consular district at other ports than Nagasaki.*

	Quantity.	Value.	
SHIMONOSEKI.			
Salted meats.....catties	26,518	Yen. 1,308.00	\$651
Other comestibles .....		12,748.72	6,349
Ginseng .....	1,196catties	16,017.00	7,976
Other drugs, chemicals, and dyes .....		1,689.34	841
Beans, pease, and pulse.....piculs	251,547	697,208.99	347,209
Rice .....	216,860do	851,171.53	423,884
Sesame and other seeds .....		6,252.36	3,113



Table of imports into Nagasaki consular district at other ports than Nagasaki—Cont'd.

	Quantity.	Value.	
SHIMONOSEKI—continued.			
Wheat.....catties..	1,414,622	Yen. 36,599.69	\$18,227
Other grain.....		22,146.80	11,029
Furs, shells, hides, etc.....		834.00	166
Raw cotton.....piculs..	888	2,107.45	1,049
Cotton fabrics.....yards..	2,900	300.00	149
Silk fabrics.....		459.50	229
Animals:			
Cattle.....	135	3,110.00	1,549
Other.....		113.00	56
Funori.....catties..	147,298	7,621.00	3,796
Fertilizers:			
Animal bone.....catties..	13,900	245.60	122
Dried sardines.....do....	4,527,087	109,123.48	54,843
Oil cake.....piculs..	2,189	2,906.10	1,448
Other.....		12,600.50	6,275
Timber and lumber.....		5,633.00	2,805
Other miscellaneous articles.....		4,224.40	2,104
Total foreign produce.....		1,798,920.32	893,372
Total Japanese produce.....		4,815.20	2,398
Total imports.....		1,798,735.52	895,770
HAKATA.			
Beans, pease, and pulse.....piculs..	13,019	39,834.39	19,837
Rice.....do....	3,113	14,599.25	7,270
Ginseng.....do....	2,308	20,644.02	10,281
Fertilizers:			
Animal bone.....do....	10,972	197.50	99
Dried sardines.....do....	72,123	1,706.72	850
Oil cake.....do....	129	182.24	91
Tobacco.....catties..	6,712	1,342.40	668
Other miscellaneous articles.....		4,752.01	2,366
Total foreign produce.....		83,258.58	41,462
Total Japanese produce.....		289.78	144
Total imports.....		83,548.31	41,606
KARATSU.			
Total foreign produce.....		788.90	393
Total Japanese produce.....		104.00	52
Total imports.....		892.90	445
KUCHINOTSU.			
Beans, pease, and pulse.....piculs..	343	1,028.55	512
Rice.....do....	630	2,712.50	1,351
Paints and varnish.....catties..	118,455	3,292.35	1,639
Pig iron.....do....	1,215	2,382.63	1,187
Iron cables.....		150.00	75
Oils.....		1,600.04	797
Sugar:			
Brown.....piculs..	24,902	138,049.69	68,749
White.....do....	6,235	48,806.47	24,305
Tobacco, leaf.....catties..	175,409	17,435.06	8,683
Raw cotton.....piculs..	21,529	436,129.97	217,193
Fertilizers, oil cake.....do....	19,673	41,894.55	20,864
Other miscellaneous articles.....		1,280.42	627
Total imports.....		694,741.23	345,981
IDZUHARA.			
Beans, pease, and pulse.....piculs..	24,684	82,800.74	41,235
Rice.....do....	7,267	32,615.00	16,242
Other miscellaneous articles.....		36,323.21	18,089
Total imports.....		151,738.95	75,566
SHISHIMI.			
Beans, pease, and pulse.....piculs..	1,212	3,787.71	1,886
Rice.....do....	4,020	22,992.58	11,451
Ginseng.....catties..	204	2,400.00	1,195
Other miscellaneous articles.....		7,623.74	3,799
Total imports.....		36,809.08	18,331
Total imports, other than at Nagasaki.....		2,766,465.94	1,377,700

## Statement of imports into Nagasaki from the United States.

	Quantity.	Value.	
		Yen.	
Revolvers.....	25	311.44	\$155.00
Cartridges.....		90.24	45.00
Balances, scales, and tapes.....		2,583.46	1,268.00
Clocks.....	3	15.46	7.00
Cutlery.....		125.90	63.00
Electric-light apparatus and parts thereof.....		3,683.96	1,835.00
Fire engines, pumps, and parts thereof.....		160.48	80.00
Implements and tools of farmers and mechanics.....		7,618.26	3,794.00
Instruments:			
Musical, and accessories.....		86.20	42.00
Dynamo, electric.....		2,645.96	1,338.00
Other scientific.....		1,980.56	987.00
Or apparatus, photographic.....		53.56	27.00
Locomotive engines and parts thereof.....		572,285.56	284,998.00
Machinery, all other, and parts thereof.....		6,354.74	3,165.00
Sewing machines and parts thereof.....		5,281.94	2,630.00
Sporting guns and accessories.....		142.76	71.00
Steam boilers, engines, and parts thereof.....		4,235.62	2,110.00
Telephones and parts thereof.....		234.24	117.00
Typewriters and copying presses.....		208.42	103.00
Watches, silver.....	1	10.00	5.00
Butter.....	catties.. 18,670	9,513.40	4,737.00
Cheese.....	do.. 13,669	5,008.42	2,494.00
Coffee.....	do.. 16,060	5,030.50	2,505.00
Condensed milk.....	dozen.. 1,564	3,690.04	1,838.00
Confectionery and sweetmeats.....		1,295.20	645.00
Flour.....	catties.. 1,805,560	99,991.70	49,796.00
Fruits, fresh and dried, and nuts.....		3,747.34	1,866.00
Ham and bacon.....	catties.. 9,906	2,892.32	1,440.00
Mineral water and other beverages.....		68.20	34.00
Salt, crude.....	catties.. 657,568	4,768.09	2,374.00
Salted fish.....	do.. 1,118	178.28	88.00
Salted meat, in casks.....	do.. 159,049	24,022.51	16,943.00
Other comestibles.....		37,178.64	18,515.00
Boots and shoes.....	pairs.. 13	42.44	20.91
Gloves.....	dozen.. 4	3.01	1.49
Hats, caps, and bonnets.....		22.04	10.95
Water-proof coats.....	5	35.71	18.00
Other clothing and accessories.....		139.76	69.00
Hops.....	catties.. 90	21.74	11.00
Other drugs, chemicals, and medicines.....		1,292.86	644.00
Varnish.....	catties.. 338	28.28	14.00
Other dyes, colors, and paints.....		73.06	36.00
Beans, peas, and pulse.....	piculs.. 250	1,255.71	625.00
Other seeds.....		5.00	2.49
Other grains.....		155.03	77.00
Hides, cow and buffalo.....	catties.. 900	110.00	54.78
Leather.....	do.. 221	771.35	384.00
Iron:			
Pig.....	do.. 5,880,000	51,229.26	25,512.00
Rails.....	do.. 1,085,060	23,381.82	11,644.00
Materials for railways.....	do.. 97,564	3,055.58	1,022.00
Plates and sheet.....	do.. 1,028	82.08	41.00
Pipes and tubes.....	do.. 434,116	23,015.26	11,461.00
Nails.....	do.. 720,200	29,935.85	14,908.00
Grates, stoves, and fittings.....		1,405.96	700.00
Other iron manufactures.....		975.10	486.00
Other steel manufactures.....		2.72	1.49
Brass, manufactures of.....		46.78	23.00
Capsules for bottles.....		23.78	11.00
Door locks, knobs, hinges, etc.....		27.08	13.00
Utensils, including forks, knives, spoons, etc.....		246.38	122.00
Other manufactures of metal.....		50.30	25.00
Candles.....	catties.. 557	145.88	73.00
Oil:			
Kerosene in cans.....	gallons.. 7,205,405	879,284.28	437,883.00
Lubricating.....	catties.. 172,532	14,777.50	7,359.00
Olive, in bottles.....	dozen.. 8	58.14	29.00
Turpentine, spirits of.....	gallons.. 766	570.48	284.00
Paraffine wax.....	catties.. 24,000	2,086.24	1,039.00
Other oils and wax.....		2.62	1.30
Books.....		893	362.10
Paper, packing.....	catties.. 1,285	123.18	61.00
Pencils.....	gross.. 4	5.00	2.49
Other stationery.....		775.20	386.00
Sugar:			
White.....	piculs.. 2	31.45	15.00
Refined.....	catties.. 15,279	1,475.46	735.00
Molasses and sirup.....	do.. 108	29.30	14.00
Cotton:			
Raw.....	piculs.. 26,985	577,826.01	287,757.00
Drills.....	yards.. 202	36.00	18.00
Duck.....	do.. 6,472	1,706.77	850.00

*Statement of imports into Nagasaki from the United States—Continued.*

	Quantity.	Value.	
Shirtings:		Yen.	
Gray.....yards..	76,960	5,641.59	\$2,810.00
White.....do.....	145	39.82	19.00
Other cotton tissues.....do.....	86	19.66	9.00
Flax or linen canvas.....do.....	2,448	685.50	342.00
Blankets.....catties..	31	60.18	29.00
Twine, cotton, flax, hemp, jute.....do.....	648	475.60	237.00
Other tissues.....do.....		46.56	23.00
Cigars.....catties..	78	96.29	47.00
Cigarettes.....M.....	1,096	2,769.32	1,379.00
Tobacco:			
Cut.....catties..	149	224.98	112.00
Leaf.....do.....	115,618	23,859.63	11,633.00
Other prepared tobacco.....do.....	1,675	963.51	476.00
Beer, ale, etc.:			
Quart bottles.....dozen..	214	448.92	221.00
Pint bottles.....do.....	1,366	1,595.00	794.00
Brandy.....do.....	4	14.40	7.00
Champagne.....do.....	3	58.98	29.00
Liquors.....do.....	4	48.64	21.00
Sherry.....gallons..	185	168.84	84.00
Vermouth.....dozen..	1	6.52	3.48
Whisky.....dozen..	362	4,236.88	2,110.00
.....gallons..	888	789.46	393.00
.....dozens..	124	41.56	21.00
Wines.....gallons..	2,215	1,711.98	853.00
Other wines or fermented liquors.....catties..		643.86	323.00
Caoutchouc and gutta-percha, sheets.....do.....	4,755	10,419.86	5,188.00
Lard, tallow, and grease.....do.....	2,645	473.72	236.00
Tar and pitch.....do.....	14,194	315.79	1,546.00
Lumber.....do.....		25,189.04	12,544.00
Other articles, free of duty.....do.....		24.00	12.00
Belting and hose for machinery.....do.....		1,859.52	677.00
Brushes and brooms.....do.....		268.88	133.00
Caoutchouc and gutta-percha, manufacturers of.....do.....		2,827.04	1,409.00
Carriages, bicycles, tricycles, and parts.....do.....		2,265.50	1,127.00
Cordage, for rigging or other purposes.....catties..	16,777	2,198.36	1,092.00
Furniture.....do.....		628.80	313.00
Lamps and parts.....do.....		589.26	293.00
for electric lights.....do.....		448.60	223.00
Packing for steam-engines.....catties..	2,368	1,908.30	950.00
Pictures.....do.....		10.94	5.47
Porcelain and earthenware.....do.....		8.32	1.49
Shoe-blackening.....do.....		21.80	10.95
Smokers' articles.....do.....		7.84	3.98
Soap, toilet.....dozen..	144	41.54	21.00
washing.....catties..	916	100.36	49.80
Cosmetics and perfumery.....do.....		396.86	198.00
Other articles subject to duty.....do.....		6,410.04	3,192.00
Total.....		2,523,254.47	1,256,580.00

Catty = 1½ lbs. avoirdupois. Picul = 100 catties or 133½ lbs. avoirdupois.

*Exports from Nagasaki of Japanese produce and manufactures.*

	Quantity.	Value.	
Tea.....catties..	383,840	Yen.	
Barley.....do.....	41,965	31,008.56	\$15,440
Beans, peas, and pulse.....do.....	21,971	1,337.44	666
Rice.....do.....	83,569	804.01	400
Rye.....do.....	97,847	215,005.60	107,073
Other grains and seeds.....do.....		4,279.90	2,131
Cuttlefish.....catties..	2,506,576	42,019.55	20,926
Other fish.....do.....		616,800.57	306,918
Hoshinori.....do.....		10,577.34	5,267
Bêche de mer.....catties..	169,883	3,024.86	1,506
Salt.....do.....	1,872,084	61,910.28	30,831
Seaweed.....do.....	241,812	15,195.70	7,568
Shark's fins.....do.....	102,904	3,708.98	1,845
Shellfish.....do.....	398,852	40,738.11	20,288
Shrimps.....do.....	104,004	121,391.64	60,463
Other marine-food products.....do.....		21,323.17	10,619
Beer.....dozen..	4,194	1,848.12	918
Sake.....do.....		9,439.36	4,700
Other liquors and beverages.....do.....		8,573.50	4,271
		3,680.38	1,783

*Exports from Nagasaki of Japanese produce and manufactures—Continued.*

	Quantity.	Value.	
		Yen.	
Flour.....catties..	3,186,866	180,077.83	\$89,679
Groundnuts.....do..	310,308	11,853.54	5,654
Mushrooms.....do..	168,078	95,047.21	47,333
Oranges.....do..	224,418	8,303.85	4,135
Potatoes.....do..	515,582	5,634.93	2,806
Soy (sauce).....do..		17,032.90	8,482
Vegetables and fruits.....do..		17,840.39	8,884
Vermicelli.....catties..	202,640	11,967.60	5,955
Other comestibles.....do..		77,378.83	38,535
Cotton shirts.....dozen..	265	1,501.60	748
Boots and shoes.....pair..	5,174	4,466.16	2,224
Trimming.....do..		1,794.60	894
Other clothing and accessories.....do..		23,686.83	11,796
Bleaching powder.....catties..	16,650	1,110.80	553
Camphor.....do..	23,376	9,870.88	4,916
Gallnuts.....do..	50,180	8,864.56	4,415
Star-anise.....do..	66,467	4,005.16	1,994
Sulphur.....do..	102,708	2,457.74	1,224
Sulphuric acid.....do..	366,006	14,616.49	7,279
Other drugs, medicines, chemicals, dyes, and paints.....do..		8,778.27	4,371
Copper, refined.....catties..	1,790	545.86	272
Iron, manufactures of.....do..		7,011.39	3,491
Other metals and manufactures of.....do..		8,366.51	4,167
Oil, rapeseed.....catties..	80,161	11,357.54	5,656
Other oils.....do..		5,395.67	2,687
Wax, vegetable.....catties..	144,226	22,974.06	11,441
bees.....do..	246	103.32	51
Paper, European style.....do..	148,282	18,500.24	6,723
Other paper and paper manufactures.....do..		93,159.77	46,394
Awabi shells (Abalone).....catties..	186,068	52,281.70	26,036
Other shells, skins, hides, etc.....do..		2,127.90	1,060
Silk crapes.....pieces..	82	1,042.55	519
Other silk tissues.....do..		29,285.70	14,584
Other silk fibers and manufactures.....do..		8,520.57	2,253
Raw cotton.....catties..	491,520	127,107.10	63,299
Cotton yarns.....do..	126,410	84,710.00	17,286
Cotton blankets.....do..	8,525	1,137.00	566
Other cotton goods.....do..		47,432.73	23,622
Carpets, hemp and cotton.....pieces..	749	1,565.19	779
Hemp tissues.....do..	43	154.00	77
Other cotton and hemp goods.....do..		9,352.95	4,658
Cigarettes.....M..	180	367.38	183
Tobacco, cut and other.....catties..	13,236	9,611.69	4,787
Portland cement.....do..	380,185	7,191.90	3,582
Charcoal.....do..	7,821,949	56,792.92	28,288
Coal (including dust).....tons..	135,221	866,520.48	431,527
Coal, for ships' use.....do..	278,494	2,120,144.52	1,056,832
Coke.....catties..	3,913,885	41,253.49	20,544
Plants, trees, shrubs, and roots.....do..		1,900.85	947
Timber, lumber, boards, and planks.....do..		81,586.16	40,630
Bamboo, manufactures of.....do..		1,362.26	678
Boats (over 1,800 yen each).....pieces..	21	5,706.00	2,841
Clocks.....do..	72	825.00	162
Furniture.....do..		9,955.70	4,958
Glass, mirrors and other manufactures of.....do..		2,049.46	1,020
Ivory, manufactures of.....do..		1,084.75	540
Lacquered ware.....do..		5,503.51	2,741
Mattings.....do..		45,222.25	22,520
Porcelain and earthenware.....do..		74,125.33	36,914
Screens.....do..		1,494.50	745
Straw braid.....bundles..	52,618	4,147.82	2,066
Tortoise shell, manufactures of.....do..		3,596.40	1,791
Wooden ware.....do..		1,845.30	670
All other miscellaneous articles.....do..		178,773.19	86,539
Total Japanese produce.....do..		5,706,028.20	2,841,101

*Exports from Nagasaki consular district, ports other than Nagasaki.*

	Quantity.	Value.	
		Yen.	
<b>SHIMONOSEKI.</b>			
Rice .....	piculs 54,845	322,972.70	\$180,841
Salt .....	catties 19,766,814	115,624.27	57,581
Seaweed .....	do 185,059	4,302.06	2,142
Sake .....	aho 17,714	5,630.70	2,804
Soy (sauce) .....	do 36,198	5,423.76	2,704
Vegetables and fruits .....		1,689.10	791
Vermicelli .....	catties 78,272	5,858.15	2,917
Clothing .....		3,155.30	1,571
Iron, manufactures of .....		36,183.72	17,996
Oil:			
Fish .....	catties 101,370	5,024.60	2,502
Other .....		25,094.40	12,497
Paper .....		2,012.20	1,002
Cotton:			
Raw .....	catties 28,366	6,038.10	3,007
Yarn .....	do 84,740	26,000.00	12,948
Crape .....	piculs 2,218	1,185.55	591
T cloths .....	yards 11,050	1,069.00	532
Other fabrics .....	piculs 113,738	64,598.20	32,170
Cigarettes .....	M 4,102	2,553.14	1,421
Tobacco .....	catties 4,264	2,297.78	1,145
Portland cement .....	do 117,217	2,555.20	1,274
Charcoal .....	do 187,576	1,851.78	922
Coal .....	tons 343,231	2,398,389.50	1,194,336
Straw ropes, bags, and mats .....		104,833.75	52,257
Timber and lumber .....		28,305.54	14,085
Furniture .....		2,457.65	1,224
Lacquered ware .....		1,540.00	817
Lamps and parts .....		1,204.00	600
Matches .....	gross 172,068	44,165.50	21,936
Mats and matting .....		1,535.90	767
Porcelain and earthen ware .....		57,329.42	28,550
Umbrellas .....	7,036	7,207.30	3,601
Wood, manufactures of .....		2,708.33	1,348
Other miscellaneous articles .....		50,976.37	25,357
Total Japanese produce .....		3,335,335.09	1,661,495
Total foreign produce .....		68,150.66	33,939
Total exports .....		3,404,485.75	1,695,434
<b>MOJI.</b>			
Portland cement .....	catties 90,000	1,200.00	596
Coal .....	tons 788,027	5,453,871.00	2,716,028
Rice .....	piculs 136,942	711,708.50	354,429
Sulphuric acid .....	catties 8,750	150.00	75
Total exports .....		6,166,924.50	3,071,120
<b>HAKATA.</b>			
Coal .....	tons 3,792	22,997.73	11,453
Other miscellaneous articles .....		2,413.01	1,202
Total Japanese produce .....		25,410.74	12,655
Total foreign produce .....		334.00	166
Total exports .....		25,744.74	12,821
<b>KARATSU.</b>			
Salt .....	catties 160,650	1,125.00	560
Coal .....	tons 80,547	394,112.00	196,268
Other miscellaneous articles .....		4,155.16	2,069
Total exports .....		399,392.16	198,897
<b>KUCHINOTSU.</b>			
Portland cement .....	catties 120,000	2,000.00	996
Charcoal .....	do 3,043,600	26,683.90	13,291
Coal .....	tons 870,732	2,459,021.00	1,229,572
Coke .....	catties 1,702,672	15,486.40	7,712
Cotton yarn .....	do 2,324,700	660,257.00	328,806
Total exports .....		3,178,458.30	1,560,379
<b>IDZUHARA.</b>			
Salt .....	catties 145,781	1,533.44	913
Other comestibles .....		6,122.89	3,049
Drugs and medicines .....		11,407.92	5,681
Iron, manufactures of .....		7,666.78	3,818
Other metals .....		1,028.92	512
Cotton—			
Raw .....		7,725.40	3,847
Yarn .....		11,425.90	5,691

*Exports from Nagasaki consular district, ports other than Nagasaki—Continued.*

	Quantity.	Value.	
IDZUHARA—continued.			
Other cotton goods.....		Yen.	
Coal.....tons.....	786	10,325.05	\$5,142
Matches.....gross.....	31,568	3,852.73	1,919
Other miscellaneous articles.....		10,563.98	5,261
		17,425.70	8,678
Total Japanese produce.....		89,380.21	44,511
Total foreign produce.....		7,525.13	3,747
Total exports.....		96,905.34	48,258
SHISHIMI.			
Charcoal.....catties.....	1,120,897	7,268.91	3,621
Timber and lumber.....		6,666.50	3,320
Matches.....gross.....	5,080	1,605.10	799
Other miscellaneous articles.....		14,823.68	7,382
Total exports.....		30,364.19	15,122

*Exports from Nagasaki to the United States, declared at consulate.*

	Quantity.	Value.	
		Yen.	
Curios and clothing.....		94.72	\$47
Embroideries.....		70.02	35
Gold.....		62,548.50	31,149
Household effects.....		162.00	81
Jewelry.....		555.40	276
Mattings, hemp and straw.....bales.....	7,038	42,922.08	21,375
Personal effects.....		4,150.02	2,067
Porcelain.....cases.....	49	418.37	208
Rice.....bags.....	38,320	350,614.37	174,606
Rugs.....		95.52	48
To the Philippines:			
Coal.....tons.....	3,200	21,632.02	10,773
Mineral water.....cases.....	49	131.92	66
Total.....		483,394.94	240,731

*Table of total value of commodities imported into and exported from Nagasaki in 1898.*

	Imports.		Exports.	
	Yen.		Yen.	
Great Britain.....	5,399,188.00	\$3,186,796	53,473.88	\$26,630
Hongkong.....	3,701,146.98	1,843,171	1,062,564.68	529,162
China.....	3,061,459.97	1,524,607	1,890,214.96	941,327
United States.....	2,524,948.04	1,267,424	44,320.52	22,072
Anam and other French India.....	1,288,167.02	641,507	12,921.19	6,435
British India.....	990,980.26	493,483	35,354.14	17,606
Germany.....	773,833.03	385,369	9,976.28	4,968
Siam.....	628,988.20	313,236	1,298.07	644
Philippine Islands.....	422,607.94	210,468		
Korea.....	297,091.34	147,961	445,929.71	222,143
France.....	189,743.34	94,492	3,769.16	1,832
Russian Asia.....	119,112.70	59,318	875,442.46	436,970
Belgium.....	91,266.08	45,450	9.00	4
Russia.....	83,354.30	41,510	21,735.85	10,825
Dutch India.....	57,379.13	28,575		
Austria.....	19,346.97	9,635	92.00	45
Spain.....	10,891.36	5,424	30.00	14
Australia.....	5,467.08	2,723	2,470.88	1,231
Italy.....	4,621.04	2,251	50.80	25
Denmark.....	4,069.55	2,037	800.00	398
Holland.....	1,776.68	885		
Switzerland.....	1,731.02	862		
Portugal.....	1,686.30	840		
Turkey.....	539.11	413		
Sweden and Norway.....	394.50	197		
Egypt.....	210.60	105	120.52	60
Canada and other British America.....	83.40	41	4,116.00	2,050
Other countries.....	18,890.70	9,159	2,456.20	1,223
Total.....	19,698,645.59	9,809,926	4,467,131.25	2,224,631

*Gold and silver coin and bullion, etc., exported and imported.*

## EXPORTED.

	Yen.	United States currency.
<b>NAGASAKI.</b>		
Gold coin:		
Japanese .....	196,000.00	\$97,608
Foreign .....	106,835.85	53,204
Gold bullion .....	58,522.14	29,144
Total gold .....	361,357.99	179,956
Silver coin:		
Japanese .....	41,826.57	20,882
Foreign .....	136,920.45	68,186
Silver bullion .....	192,409.89	95,820
Total silver .....	371,156.91	184,888
Paper money:		
Japanese .....	106,000.00	52,788
Foreign .....	142,165.07	70,798
Total paper .....	248,165.07	123,586
Total export .....	980,679.97	488,880
<b>SHIMONOSEKI.</b>		
Paper money, Japanese .....	2,500.00	1,245

## IMPORTED.

<b>NAGASAKI.</b>		
Gold coin:	Yen.	
Japanese .....	30,880.00	\$15,129
Foreign .....	12,927.18	6,438
Gold bullion .....	85,626.25	42,642
Total gold .....	128,933.43	64,209
Silver coin:		
Japanese .....	184,784.12	92,022
Foreign .....	5,961.76	2,969
Silver bullion .....	188,585.86	93,891
Total silver .....	379,281.73	188,882
Paper money, Japanese .....	436,501.00	217,377
Total import .....	944,716.16	470,468
<b>SHIMONOSEKI.</b>		
Silver coin, Japanese .....	4,500.00	2,241

Merchant vessels entered from and cleared for foreign countries, Nagasaki consular district, during 1898.

ENTERED.

	Nagasaki.		Moji.		Shimonoseki.		Kuchinotsu.		Karatsu.		Idzuhara.		Hakata.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Japanese.....	160	220,506	50	56,615	18	10,561	87	119,646	6	5,068	19	12,709		
Austrian.....	1	1,496	5	13,871	1	1,991								
British.....	244	541,500	42	76,746	57	111,636	16	28,776	1	1,424				
Chinese.....	6	6,076	3	2,814									1	826
Danish.....	1	2,788												
Dutch.....			2	3,300										
French.....	26	56,159	1	1,843										
German.....	96	97,157	17	16,496	6	6,961	1	1,237	5	5,156			1	636
Hawalian.....	3	7,098												
Korean.....	10	8,552	2	472										
Norwegian.....	40	39,454	17	17,279	15	17,877	4	7,485	2	2,307				
Russian.....	89	174,093												
United States of America.....	27	64,132			2	3,880								
Total.....	708	1,213,011	189	190,437	99	151,415	108	187,094	14	14,475	19	12,709	2	1,462

CLEARED.

Japanese.....	155	187,696	175	215,132	54	37,049	113	159,296	27	29,933	17	9,486	1	426
Austrian.....			10	26,803	2	8,457								
British.....	123	261,532	190	340,812	148	298,462	38	70,523	8	9,045			1	862
Chinese.....	5	4,138	9	8,444									1	826
Danish.....	1	3,538												
Dutch.....			2	2,934	1	821								
French.....	29	62,272	74	128,197	19	24,318	9	12,998	7	7,237			1	636
German.....	101	111,008			4	9,192								
Hawalian.....	2	4,800												
Korean.....	10	31,561	4	823										
Norwegian.....	38	31,561	38	38,721	21	26,494	10	16,463	4	3,528				
Russian.....	90	171,315												
United States of America.....	25	59,785			3	5,313								
Total.....	579	890,355	503	763,709	253	406,882	170	259,275	46	49,743	17	9,486	4	2,750

CLEARED 'COASTWISE.

Foreign and Japanese employed in foreign trade.....	409	812,532	45	69,410	86	171,014	3	5,067	1	2,337	14	11,571		
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*Value of imports and exports, Nagasaki consular district, during 1898.*

## IMPORTS.

	Foreign.		Japanese.		Total.	
	Yen.		Yen.		Yen.	
Nagasaki .....	19,684,588.43	\$9,802,924	14,057.16	\$7,002	19,698,645.59	\$9,809,926
Shimonoseki .....	1,798,920.32	893,372	4,815.20	2,398	1,798,735.52	895,770
Kuchinotsu .....	694,741.23	345,981	.....	.....	694,741.23	345,981
Idzuhara .....	151,076.87	75,566	662.08	330	151,738.95	75,896
Hakata .....	83,258.53	41,462	289.78	144	83,548.31	41,606
Shishimi .....	85,982.33	17,919	826.70	412	86,809.03	18,331
Karatsu .....	788.90	393	104.00	52	892.90	445
Total .....	22,444,356.61	11,177,617	20,754.92	10,388	22,465,111.53	11,187,956

## EXPORTS.

	Japanese.		Foreign.		Total.	
	Yen.		Yen.		Yen.	
Nagasaki .....	5,705,023.20	\$2,841,101	892,252.57	\$439,362	6,597,275.77	\$3,280,463
Moji .....	6,166,924.50	3,071,130	.....	.....	6,166,924.50	3,071,130
Shimonoseki .....	3,336,336.09	1,661,496	68,150.66	33,939	3,404,486.75	1,695,434
Kuchinotsu .....	3,178,453.30	1,580,379	.....	.....	3,178,453.30	1,580,379
Karatsu .....	399,392.16	198,897	.....	.....	399,392.16	198,897
Idzuhara .....	89,380.21	44,511	7,525.13	3,747	96,905.34	48,258
Shishimi .....	29,821.14	14,851	543.05	271	30,364.19	15,122
Hakata .....	25,410.74	12,655	334.00	166	25,744.74	12,821
Total .....	18,925,741.34	9,424,969	958,805.41	477,485	19,884,546.75	9,902,504

## AGGREGATES.

	Exports.		Imports.		Total.	
	Yen.		Yen.		Yen.	
Nagasaki .....	6,597,275.77	\$3,280,463	19,698,645.59	\$9,809,926	26,295,921.36	\$13,090,389
Moji .....	6,166,924.50	3,071,130	.....	.....	6,166,924.50	3,071,130
Shimonoseki .....	3,404,486.75	1,695,434	1,798,735.52	895,770	5,203,222.27	2,591,204
Kuchinotsu .....	3,178,453.30	1,580,379	694,741.23	345,981	3,868,194.53	1,926,360
Karatsu .....	399,392.16	198,897	882.90	445	400,285.06	199,342
Idzuhara .....	96,905.34	48,258	151,738.95	75,896	248,644.29	124,154
Hakata .....	25,744.74	12,821	83,548.31	41,606	109,293.05	54,427
Shishimi .....	30,364.19	15,122	36,809.03	18,331	67,173.22	33,453
Grand total..	19,884,546.75	9,902,504	22,465,111.53	11,187,955	42,349,658.28	21,090,459
1897.....	16,061,682.00	7,998,718	16,257,848.00	8,096,408	32,319,530.00	16,095,126
Increase .....	3,822,864.00	1,903,786	6,207,263.00	3,091,547	10,030,128.00	4,995,333
Per cent.....	23	.....	38	.....	31	.....

CHARLES B. HARRIS, *Consul.*

NAGASAKI, *May 10, 1899.*

## SUPPLEMENTARY.

In compliance with instructions contained in circular letter of the Department, dated July 10, 1899, I submit the following report.

## IMPORTS AND EXPORTS.

The total value of imports into the port of Nagasaki during the year 1898 was 19,698,645.59 yen (\$9,800,000), being an increase of 45 per

<sup>1</sup> Round numbers.

cent over that of the same period of 1897. This is a very gratifying exhibit, showing as it does the progressive spirit of the Japanese people; the importations being made mainly for their use.

The total value of exports from the port for 1898 was 6,587,275.77 yen (\$3,200,000), being an increase of 18 per cent over that of 1897 and 17 per cent over the exports of 1888. The total value of imports and exports at this port for 1898 was 26,285,921.36 yen (\$13,000,000), which shows an increase of 36 per cent over the year 1897.

The value of imports into Nagasaki for the first six months of 1899 was 6,380,355.36 yen (\$3,100,000), showing a decrease of 60 per cent from the same period of 1898, which may be accounted for by the fact that many importations were made in 1898 in anticipation of a higher tariff, which went into effect on the 1st of January, 1899.

The total value of imports into Nagasaki from the United States for the first six months of 1899 was 731,021.23 yen (\$360,000), as against 1,565,106.58 yen (\$780,000) for the same period of 1898. Raw cotton showed a decrease of 364,398.11 yen, and locomotive engines 200,000 yen (\$100,000). The decrease in other articles may be attributable to the large importations made previous to the enforcement of the new tariff. The principal articles imported, and the value thereof, are as follows:

	Quantity.	Value.	
		Yen.	
Kerosene oil in cans .....	gallons. 2,192,610.00	282,824.18	\$140,000
Raw cotton .....	piculs. 11,355.36	202,834.52	100,000
Locomotive engines and parts thereof .....	.....	83,728.43	41,000
Cars, freight, and others, rail .....	.....	30,090.00	15,000
Machinery and parts thereof .....	.....	19,719.02	9,000
Tobacco .....	catties. 78,092.56	17,603.65	8,800
Flour .....	do. 332,262.66	15,780.90	7,800
Lumber .....	.....	18,773.56	9,300
Alcohol .....	.....	7,346.13	3,600
Comestibles .....	.....	7,327.98	3,600
Pig iron .....	catties. 254,012.41	4,600.00	2,200
Rails .....	do. 108,121.59	8,405.00	1,700
Nails .....	do. 50,399.29	2,958.27	1,400
Fire engines and parts thereof .....	.....	2,761.28	1,300
Drugs and medicines .....	.....	2,034.25	1,000
Butter .....	catties. 3,811.44	1,989.87	900
Belting and hose .....	.....	1,901.49	900
Condensed milk .....	.....	1,396.87	600
Turpentine .....	.....	1,286.28	600
Brushes and brooms .....	.....	1,185.00	500
Fruits, fresh and dried, nuts .....	.....	1,003.49	500
Cheese .....	.....	909.36	400
Hams and bacon .....	.....	817.58	400

The total exports from Nagasaki during the same period were 943,878.72 yen (\$470,000), showing an increase of 9½ per cent over the same months of 1898. Of the amount exported 14,844.96 yen (\$7,400) went to the United States, 12,633 yen (\$6,300) of this amount representing floor matting.

Coal is the principal article of export from this district and Nagasaki. As in the past, this port will continue to be the chief coaling station in the Far East by reason of her favorable geographical situation, her large supplies of coal, and her facilities for quickly coaling vessels of any size in a naturally inclosed harbor, which permits coaling in almost all kinds of weather. The total amount of coal exported from the ports in this district during the year 1898 was 1,997,038 tons,

valued at 12,905,911.23 yen (\$6,400,000). The shipment from each port and the value thereof was as follows:

From—	Quantity.	Value.	
		Yen.	
Moji.....tons..	788,027	5,453,870.00	\$2,700,000
Nagasaki.....do..	413,715	2,186,665.00	1,000,000
Shimonoseki.....do..	343,231	2,398,389.00	1,000,000
Kuchinotsu.....do..	370,732	2,469,021.00	1,200,000
Karatsu.....do..	80,547	394,112.00	190,000
Idzuhara.....do..	786	3,862.73	1,900

The total shipped from this district during the first six months of 1899 was 1,144,815 tons, valued at 7,265,823 yen (\$3,600,000), divided among the different ports as follows:

From—	Quantity.	Value.	
		Yen.	
Moji.....tons..	419,867	2,506,637	\$1,300,000
Nagasaki.....do..	184,128	1,227,769	610,000
Shimonoseki.....do..	262,951	1,722,359	860,000
Kuchinotsu.....do..	223,388	1,479,488	730,000
Karatsu.....do..	43,616	274,350	130,000
Misumi.....do..	10,870	55,220	27,000

#### UNITED STATES TRADE.

There seems no good reason why the manufacturers of the United States should not sell to the importers or manufacturers at this port and in this district a very large share of the foreign imports, including iron goods, leather, flour, raw cotton, canned fruits, vegetables, meats, butter, and condensed milk, and some cotton goods. It is my opinion that orders can be had by our people for the asking, as the Japanese are very friendly toward us and are eager to do business with the United States. Competition is very keen, and is becoming more so every day. Trade must be solicited. Our exporters should send their most reliable and wide-awake men.

I wish, however, to again impress upon our manufacturers the great necessity for the maintenance of the standard of quality, and of taking care to make the package of the desired size and of good appearance and strong enough to prevent breakage.

Although Japan is now open to foreigners to go and come as they will, I can give no encouragement to American houses to send agents into the interior to solicit from dealers or others orders for goods; that work must be done for years to come through the importers at the large ports.

Again, I desire to call attention to the fact that the volume of business between the United States and Asia is of such dimensions that it would seem that an American bank, located in some one of the important points in Japan or China, or at Manila, with branches at the principal ports, would be highly appreciated and patronized by Americans and business men of other nationalities. Such an institution would prove a profitable investment for our capitalists. There is no doubt that an American bank, established as suggested, would greatly stimulate the sale of American goods in the Far East.

There have been no changes in currency values, or in the telegraph, cable, or postal service, since my last report, except a slight increase in the domestic postage rates.

#### TRANSPORTATION.

Transportation, for some time quite ample, has been made much more so by the opening of the Kiushu railway system to the interior of this island, which took place in November last. Since its completion the business of the road has steadily increased, much to the benefit of Nagasaki. Japanese patronize the road very largely and, contrary to expectations, the line secures a good share of foreign travel.

The Northern Pacific and Santa Fe Railway line of steamers to Tacoma, Portland, San Francisco, and San Diego, respectively, have made occasional calls at this port during the past year.

The China Eastern Railway Company has added a permanent line of steamers to ports in Siberia, Korea, and China. The Nippon Yusen Kaisha is contemplating adding more steamers to its lines to ports in those countries.

By an arrangement lately made, the Nippon Yusen Kaisha has the Australian line of steamers call, going and coming, at Manila, making monthly sailings direct to that port. The steamers are first class, and the travel between the Philippines and Japan in them is quite large.

In December next, the Norddeutscher Lloyd will place a new fortnightly line of through-service steamers between Japan and Bremen, the *Koenig Albert* being the first steamer. She is of 10,000 tons burden and is by far the largest passenger steamer that has ever called at ports in Japan.

#### QUARANTINE.

Quarantine regulations at this port continue to be rigidly enforced, very much to the credit of the Japanese authorities, their corps at this station being exceptionally competent.

The new regulations for the enforcement of the law of port quarantine have been enforced since the 7th of June, 1899, and are as follows:

ARTICLE I. Sanitary inspection shall be enforced at the four ports of Yokohama, Kobe, Nagasaki, and Kuchinotsu; and in the case of such inspection being carried out at any other port or ports, such port or ports shall be designated by notifications.

In case any vessel which has undergone sanitary inspection at the port of Yokohama shall require disinfection, such vessel shall be ordered to call at Nagasaki for the purpose, and any vessel inspected at the port of Kuchinotsu likewise requiring disinfection shall be ordered to call at Megami.

ART. II. Infectious and contagious diseases which shall be subject to sanitary inspection are cholera, smallpox, scarlet fever, pest, and yellow fever; and in the case of a temporary inspection being enforced against any other infectious or contagious disease or diseases, such disease or diseases shall be designated by notifications.

ART. III. The period of detention in respect of the vessels referred to in the first clause of the first paragraph of Article VI of the law of port quarantine shall be seven days against pest, and five days against cholera and yellow fever, respectively, counting in each case from the time when process of disinfection shall have been completed; but as to the case mentioned in the third clause of the same paragraph, the period shall be counted from the time when the vessel concerned shall have departed from or passed through a port infected with any infectious or contagious disease, or when such facts as to cause suspicion of being infected with the disease shall have been discovered.

No vessel which has once undergone disinfection or detention at a quarantine station of this Empire, and on board of which no doubtful circumstances have appeared thereafter, will be required to submit again to the same process.

Localities infected with any infectious or contagious disease shall in each case be announced by notifications.

ART. IV. The pratique to be issued under the law of port quarantine shall, according to each case dealt with, be made out in conformity with one of the forms.

ART. V. Any patients suffering from an infectious or contagious disease, either confirmed or suspected, may be removed to the lazaretto of the quarantine station.

ART. VI. The passengers or crew removed to the quarantine quarters shall be liable to detention for the same period as prescribed in the first paragraph of Article III, and in the event of any infectious or contagious disease breaking out among such passengers or crew, the detention shall be renewed for another such period against the whole or a part of those persons detained; but in the latter case, such detention shall not extend to the vessel.

ART. VII. The bodies of those who have died of the disease shall be incinerated at a place prepared for that purpose, and the remains shall be delivered to the persons interested or to the master of the vessel or his agent; but if there be found no persons interested, or if the master or his agent is not present, or if present refuses to receive them, the remains shall be dealt with according to the law for the treatment of sick and deceased travelers.

In case the relations of persons interested shall apply for the delivery of the dead bodies, such application may be complied with only when danger of infection no longer exists.

ART. VIII. In such a case as mentioned in Article V of the law of port quarantine, the police officers shall order the vessel concerned to call at the nearest quarantine station; but at the request of the master thereof or his agent, the vessel may be treated according to the second or third paragraph of the present article.

In case the police officers shall deem it impossible for the vessel to proceed to the port where sanitary inspection is carried out, or in case they shall consider it possible to effect competent measures, such officers may, instead of ordering the vessel to call at the quarantine station, cause the master or other crew thereof to perform the requisite process of disinfection. In such cases, all expenses incurred in connection with the treatment shall be borne by the owner or master of the vessel or his agent.

In the case of the last preceding paragraph the patients may, if deemed necessary to separate them from others, be taken to a place appointed therefor, at the expense of the persons concerned, the owner or master of the vessel, or his agent.

ART. IX. The expenses incurred in carrying out disinfection shall be charged at the rate specified below. This provision, however, shall not apply to men-of-war, Japanese or foreign, or the corps of the imperial army.

The expenses of disinfection in respect of vessels are as follows:

For each vessel of registered tonnage less than 100 tons, 10 yen (\$4.98).

For each vessel of registered tonnage more than 100 tons and less than 1,000 tons, 20 yen (\$9.96).

For each vessel of registered tonnage more than 1,000 tons and less than 2,000 tons, 30 yen (\$14.94).

In regard to vessels of registered tonnage exceeding 2,000 tons, 10 yen (\$4.98) for each vessel shall be added to that specified sum for every addition of less than 1,000 tons.

The expenses of disinfection in respect of cargo are as follows for each package, 10 yen (\$4.98).

The expenses of disinfection in respect of clothes, baggage, and other articles of passengers are as follows:

For each person of the first and second class passengers or of crew corresponding in treatment to such passengers, 1 yen (49.8 cents).

For each person of the third-class passengers or of crew corresponding in treatment to such passengers, 0.10 yen (\$0.498).

ART. X. Expenses to be charged for food of the persons removed to the quarantine station and in respect of patients or deceased shall, with the approval of the minister of home affairs, be determined by the superintendent of the quarantine station.

#### SUPPLEMENTARY PROVISION.

ART. IX. These regulations shall not apply to junks, fishing boats, and the like.

The improvements contemplated in the harbor and on which work was commenced several years since are still in progress, but some time will elapse before the work is finished.

#### SHIPBUILDING.

The Mitsui Bishi Dockyard and Engine Works have so far this year built nine steam vessels, which amount to 8,532 tons, including steam

launches. The largest steamer built at their works this year is estimated at 6,191 tons gross (built to the order of the Nippon Yusen Kaisha), and is nearing completion. The works have recently been very much improved by the extension of buildings and addition of machines of the latest type, including the wrecking plant, a large overhead hydraulic crane of 30-ton carrying power, and new shear legs of 100-ton capacity, on the jetty, for the landing and delivery of heavy boilers and machinery. The boiler shop, with its 105-ton riveting machine and other appointments, is now equal to the heaviest kind of work. A new blacksmith shop has been built and many hammers and fires have been added, including a 7-ton hammer, which enables the works to undertake practically any size of forgings. The foundry shop has also been newly built and laid out for 50-ton capacity in marine castings.

The shipbuilding yard has been extended and improved in its capacity, and is now able to build ships up to 500 feet in length, and has berths for four vessels on the stocks at the same time. The capacity of the works is now such that they are able to undertake any repairs afloat or in docks, and a large supply of material for that purpose is kept on hand. There are 3,000 men employed in the works and the force is steadily increasing.

#### STEEL WORKS.

The Imperial Steel Works at Wakamatza, near Wakamaza, in the province of Chikuzo, is one of the many large manufacturing plants that are in process of development by the Japanese in this district. The works as planned are to be very extensive, and the plant when finished will be adapted for the production of steel in all its varieties, including plate up to 2½ inches in thickness, but not armor plate at present.

In this plant, the Government contemplates producing sufficient steel for the construction of its ships and other works in the Empire. The processes used are to be the bessemer and open hearth. The plant is situated on a shallow lagoon, very near Wakamatza Harbor. It includes a pumping plant with cast-iron pipes connecting with a reservoir in the vicinity. The pipe, some 1,200 tons, is being supplied by our manufacturers through an American house in Nagasaki.

A number of the buildings are completed and a portion of the machinery is in position or on the ground. The works will be connected by lines of rails running from the wharf to all parts of the grounds. The lagoon and entrance are to be deepened so as to admit vessels of considerable size to the wharf. Iron ore is to be brought from the northern mines of Japan and from Chinese mines at Hang-Yang, on the Yang-tse-Kiang. Ore is abundant at that point, and a special line of steamers is to be built to carry the ore to Wakamatza, and in return convey coke to Hang-Yang, where fuel is said to be scarce.

The greater part of the machinery for this plant was purchased in Germany and a small portion from the United States. Three German experts are employed either as instructors or heads of departments.

#### OPEN PORTS, ETC.

The following ports in this district have been declared open: Moji, Hakata, Karatsu, Kuchinotsu, Misumi, Idzuhara, Sasuma, Shishimi, Shimonoseki.

It is probable that some new amendments to the regulations for bonded warehouses may be made at this port. The alterations contemplated provide for the establishment of free warehouses, in which goods destined for other ports may be opened and repacked. Such an arrangement will greatly facilitate the transshipment of goods at Nagasaki.

Affairs have been most successfully administered since the taking effect of the new treaties on the 17th of July last. There is no perceptible difference from conditions formerly prevailing, nor is any to be expected.

CHARLES B. HARRIS, *Consul*.

NAGASAKI, *October 25, 1899.*

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## PERSIA.

The most important event that has occurred in Persia during the last year is the opening of the carriage road from Resht to Teheran. It is the only carriage road that connects distant points in the north of Persia. On foot or on the back of a horse, mule, donkey, or camel all other long journeys must be made. Railroads there are none, except from Teheran to a shrine 6 miles away. The road from Resht to Teheran is about 200 miles long, and was constructed with Russian capital. The cost of the road averaged \$6,000 per kilometer (0.62137 mile). Its width at the narrowest point is 16½ feet, and its normal width is 21 feet. The usual gradient is 1 in 24 to 1 in 20, and in exceptional cases 1 in 15. Resht, which lies within 20 miles of the southern coast of the Caspian Sea, is a town of perhaps 50,000 inhabitants, and lies 22 feet above the level of the sea.

Teheran, the capital of Persia, has perhaps 300,000 inhabitants, and lies 3,800 feet above the level of the sea. The shortest and quickest way that American and European goods could take to enter Persia would be via Batum, Baku, and Resht. Batum is on the southeastern coast of the Black Sea and Baku is on the western coast of the Caspian Sea. The territory between Batum and Baku belongs to Russia, and Russia levies such heavy transit duties on foreign goods that she virtually prohibits such goods from being sent by that route, the result, of course, being that she herself supplies the northern part of Persia with such goods as she can make and compels other nations to send all other kinds of goods there by caravan via Turkey in Asia or the Persian Gulf; that is to say, she delays trade and transportation by from forty to ninety days. If Russia would be induced by treaty or otherwise to remove her transit duties, new life and vigor would be given to Persia, and she could afford to build roads herself, to import agricultural implements and machinery, and to undertake the education of her children, and, indeed, the uplifting of her entire people. No nation with a caravan system for trade can hope in these modern days to be prosperous and highly enlightened, and all well wishers of Persia will, therefore, certainly trust that the opening of the Resht carriage road will be followed by the abolition of Russia's transit duties, the construction of new roads, and a great development of all of Persia's powers, commercial and intellectual. She has a very numerous laboring class, which, being now poverty stricken, would hail with delight a

chance to work on roads and to cultivate the vast areas of land that lie neglected beyond the limits of the towns and villages. France has shown in Algiers how the most arid soil may by the planting of the eucalyptus tree be transformed into a garden. Persia might do the same, and the benefits she would derive therefrom would be enormous. She would then no longer suffer from droughts and famines, and many of her fevers and maladies of the eyes and chest would disappear. I have discussed these matters very freely with my Persian friends here, and I find they are much interested in them, and are by no means disposed to let their nation die and pass away. It is one of the oldest nations on the earth, and the energy that has kept it so long alive is as capable of development as is its soil, if the conditions are favorable.

Persia, in view of her present circumstances, can not be expected to do more than she is doing; but, as I have already intimated, very much more might be expected of her if Russia could be induced to abolish her heavy transit duties.

#### TRADE AND INDUSTRY.

Having made these remarks on the general situation, I will proceed to consider the present condition of the trade and industries of Persia. From whatever point of view we examine these elements of the national life, the conclusion is forced upon us that with the present means and methods, the period which we will pass under review represents the normal capacity of consumption and production of the country.

In forming an estimate of the extent and value of the commercial and trading interests, one is placed at a great disadvantage in not having the benefit of complete sets of statistics from which to draw deductions and conclusions. If the Persian Government, or even the commercial classes, could see the utility of having correct information on the prosperity or adversity, the decay or revival of trade in general, or of any particular branch, something might be done to remedy this defect. It is a matter of surprise that the mercantile community, of whom many are highly intelligent, well acquainted with the systems of foreign countries, and appreciative of the exactitude of their knowledge of business relations, should have done nothing to provide themselves with this useful source of information.

Although every care be taken to verify figures and test statements, by comparison and analogy, yet the most carefully guarded report can only approximate, with a greater or less degree of accuracy, the actual facts of the subject.

The population of Persia, numerically considered, appears to have reached a stationary stage, although Teheran, the capital, has within the last twenty-five years extended itself to double the former area. This, however, has been at the expense of the rural districts, which have suffered in proportion. Trade and industry in like manner have settled down within certain limitations.

The trade for the past year, as represented in consular statistics, amounted, as nearly as can be ascertained, to about \$40,000,000, and this would be a fair average for some years past. Of this sum, the imports were \$26,536,317 and the exports \$13,463,683, or the former in excess of the latter by \$13,072,634, or just under two-thirds of the whole. Various circumstances and conditions contribute to produce,



in the foreign trade of the country, this unprofitable inequality, which tends in a great degree to perpetuate the unsatisfactory state of the financial exchange. The want of capital and enlightened enterprise in the producers, the extremes of heat and cold in the climate, the poverty of the soil, a scarcity of water, a lack of means and high cost of transportation from points at a distance from the coast or land frontiers, and the very primitive and inefficient implements and machinery used in the production of natural and manufactured articles, are some of the hindrances to the expansion of the national industries. Great Britain and Russia, rivals for the supremacy in Persian trade, exercise their energy, ingenuity and foresight to supply the bazars and markets with a variety of articles which could be equally well made at home.

There are three trade routes by which goods of foreign manufacture are imported into Persia—the Persian Gulf, the Black Sea and Asia Minor, and the Caspian Sea. Ships of all nations are free to navigate the Persian Gulf and take advantage of its facilities for commercial relations with Persia, Arabia, and eastern Turkey. The Caspian being practically a Russian lake, all other nationalities are excluded from its carrying trade. A few Persian subjects resident in Baku are the owners of some small craft, principally schooners, used for freight transport, but they merely serve to accentuate the exclusive domination of Russia in this waterway, as well as in the trade carried on by this route. During the last few years, there has been a considerable increase in the goods brought into Persia by the Tigris and Bagdad route, but this has the disadvantage of transit duties exacted by Turkey, though these are by no means of a prohibitory character. Surveys and negotiations have been carried on for some time by a German syndicate for the construction of a carriage road from Teheran to Bagdad, but it appears doubtful whether it will be seriously undertaken or carried out.

An English firm, Stephen Lynch & Co., having large trading interests in the south of Persia and Turkey in Arabia, is engaged in repairing and reopening the caravan road from Ahvaz, on the Karoon, to Ispahan, which should considerably facilitate the transport from the Gulf to the interior.

In view of Russia's proximity to Persia and command of more expeditious means of communication with the North, this country has an important advantage over others in the competition for the supply of the Persian markets, especially those which lie within a radius of 200 miles of her own coast or frontier lines. England, including India, on the other hand, is able, without interference with the freedom and aspirations of other nationalities, to absorb almost the entire trade of the southern and central provinces, both imports and exports, representing about two-fifths of the whole trade of the country. Turkey, a neighboring country, with a border line extending some hundreds of miles, and with the ordinary facilities for transport, has little or no commercial interests in Persia. Considerable quantities of goods are purchased in and imported directly from Constantinople, but they are practically all of foreign manufacture. Shawls (imitation cashmere) and carpets are exported to Turkey, but merely as a distributing center for other parts of the world. For some reason not easy to understand, goods belonging to Persian merchants, when transported through Turkey, pay much higher transit duties than those of Europeans.

The very heavy transit duties levied by the Russian custom-house on all foreign goods passing through the Caucasus, practically close the door of that route to all importations from more western countries. With this means of access barred and the additional distance to be taken into consideration, United States trade must labor under serious difficulties, and can not expect to compete with other sources of supply on equal terms. Persians are, however, fond of novelties, and many of our ingenious contrivances—for amusement, ornamentation, and saving of labor—should find a sympathetic market. For instance, phonographs, electric-lighting apparatus, and steam and other pumps are becoming known and appreciated. Clocks, lamps, and locks of American manufacture, and canned goods, though not imported directly, are sold in the foreign stores. If Russia could be induced to reduce to reasonable proportions the transit duties, we could send agricultural implements and machinery, carriages, drugs, and general stores with a prospect of good profits. Austria, Belgium, France, Germany, China, Afghanistan, and Arabia have considerable trade with Persia in glassware, cloth, silks, cigars, tea, etc.

In consequence of the high price of living, the dullness of the labor market, and the want of money, the commercial outlook here is not very promising. The unsatisfactory condition of the currency, the instability of the rate of exchange, and the long credit system are very troublesome factors to be reckoned with in all business relations with Persia.

The reports from the large towns, such as Ispahan, Shiraz, Bushire, Tabriz, Meshed, and Resht, are not of a very encouraging nature. Complaints are made of inequalities of treatment in the customs duties, of the difficulty in collecting debts and in obtaining redress of grievances—all more or less incidental to the system of government and the interference of the ecclesiastical authorities in secular affairs. This dual assertion of controlling rights and privileges by the administration and the priesthood is, in all towns, the cause of much confusion and dissatisfaction; and yet it is impossible to separate them, inasmuch as all deeds, bonds, contracts, and agreements are really legal only when attested by the religious authorities.

The imports into Persia are of the ordinary miscellaneous character, and vary but little in denomination from those which go to supply the wants of any other country. The difference lies rather in exceptions than additions. The supplies of grain, rice, fruits, opium, cotton, silk, tobacco, are in excess of the nation's wants. Chintzes, white and unbleached cloths of various kinds and names, woolen cloth, silks, velvets, haberdashery, drugs, wines, spirits, cigars, glass, china, silver, iron, steel, watches, clocks, lamps, musical instruments, leather, boots, copper, ironware, sugar, and petroleum are imported from Europe. Tea, coffee, spices, moist sugar, and dried herbs for medicines are brought from China, Java, India, Ceylon, and Arabia.

The principal exports are pearls, turquoises, opium, cotton, silk, wool, tobacco, timber, dried fruits, oxide of iron, salt, asafetida, lambskins, clarified butter, carpets, shawls, hides, skins, horses, and mules.

The carrying trade to and from the Persian Gulf is performed chiefly by English steamers, although many other countries are represented, and in 1897 one American sailing ship called at the port of Bushire.

The freight for ordinary merchandise from London to Bushire is

generally about £1 (\$4.86) per ton, and the transport from Bushire to Teheran is from 10 to 15 cents a ton per mile. The cost and time of transport of goods from London to Teheran vary in no great degree whether sent by the Persian Gulf or the Black Sea and Asia Minor route. By the latter, however, goods are liable to be opened and inspected at the port of entry, viz, Trebizond, in Turkey, and a transit duty of 1 per cent is charged by the Turkish customs.

All goods packed for the Persian market should have the greatest possible care bestowed upon them in order to protect them from damage and breakage. Such as are liable to be spoilt by water should by all means be inclosed in tin-lined cases, and those that are done up into bundles should have a good outer covering of oilcloth. Cases and bales should not exceed in weight 150 pounds, as double that weight is the limit of a mule's two-sided burden, and, though camels will carry a heavier load, their rate of progress is slower and they require more rest on the journey.

An attempt is now being made to reorganize the Persian customs department with Belgian experts, and, if possible, to abolish the system of farming this source of revenue and give the government the benefit arising from its foreign trade. As the duty on all imports and exports traded by foreign merchants is regulated by treaty and fixed at 5 per cent ad valorem, no change in the amount payable is likely to be made.

The industries of Persia which may be considered national in character and extent are those connected with carpet and shawl weaving and with the manufacture of certain stuffs from cotton and wool, largely for native wear; such as are connected with the cultivation of the soil, including the growing of wheat, barley, rice, opium, tobacco, fruit, and vegetables. Diving for pearls, turquoise, and coal mining, and sericulture (or the raising of silk worms) are national in their reputation, though confined to certain localities.

Although trade has not been very brisk in any branch of industry, and in some there has been a considerable falling off in the production, yet on the whole the past year exhibits a fair average in extent and value.

#### PORTS ON THE ARAB COAST OF THE PERSIAN GULF.

A considerable trade is carried on between India, the Persian ports, Turkey, Muscat, Bahrain, and Zanzibar and the ports on the Arab coast of the Persian Gulf, such as Grahe, El Kazif, Anzar, etc. In the year 1897, the exports, consisting chiefly of pearls, cotton piece goods, and specie, amounted to \$2,390,230, and the imports, principally of coffee, dates, grain and pulse, salt, specie, etc., amounted to \$1,758,765. This trade is nearly all in the hands of British Indians, Persians, Turks, and Arabs, and is within the consular jurisdiction of Bushire.

#### EUROPEAN INDUSTRIAL ENTERPRISE IN PERSIA.

Considerable capital has been invested by England and Belgium in Persia, with the object of developing the mineral and natural resources of the country, but, I regret to say, with very little success and much failure. The English mining rights concession, the tobacco regie, and the right to construct a carriage road from Teheran to the Karoon

River were complete failures; and the Belgian concessions for beet-root sugar making and the manufacture of glass are already in difficulties, and it is doubtful whether they will be able to continue their operations for more than another year.

The Imperial Bank of Persia, the tramways and a short tentative railway, the Russian bank de Prêts, and the International Bank are in existence, but are not very profitable concerns.

Much of the failure that has overtaken these enterprises might have been averted if in the beginning the management had been confided to men of experience and tried capacity, who could have gauged the national character, manipulated business methods and customs to advantage, and conciliated the prejudices and opposition which are strongly felt here against innovations by favorable concessions and privileges. But instead of this precaution, young men with little experience and no knowledge of oriental ways were put into positions of great responsibility and difficulty; and though they may have done their best to achieve success, their European business instincts led them to adopt means and put into execution expedients which were certain to involve failure and loss.

These unsuccessful ventures have greatly tended to lower the commercial and industrial reputation of Persia among the capitalists of Europe.

Persia is not destitute of natural and mineral resources, but their utilization must be secured by other means than those hitherto adopted and put into force.

I am indebted to the courtesy of the English legation for most of the figures in regard to imports and exports embodied in this report.

HERBERT W. BOWEN,  
*Consul-General.*

TEHERAN, *September 21, 1899.*

#### SUPPLEMENTARY.

I inclose a report written by Joh Pater, of this city, in regard to his trade with the United States. It is the first report that has ever been secured from anyone doing business directly with the United States from Persia. The writer is an energetic young man, who is directing special attention to the introduction of American manufactures into Persia; and, considering the short time he has been in communication with United States merchants, he has succeeded very well.

JOHN TYLER,  
*Vice-Consul-General.*

TEHERAN, *November 9, 1899.*

List of American manufactures sold by the undersigned during the first six months of his commission business:

Machinery—pumping engines, knitting machines, etc.....	\$2, 472
Electric works, carriage lights, etc.....	528
Phonographs, gramophones, graphophones, zonophones, etc.....	210
Miscellaneous—shirts, collars, accordions, etc.....	182

Sold at ready cash, paid in advance by buyers ..... 3, 392

Orders on hand for which payments are not yet completed:

On pumping engines .....	\$5, 840
On agricultural implements .....	1, 100
On lamps for kerosene .....	1, 000

#### TO MANUFACTURERS.

All manufacturers are requested, when receiving orders through us, to follow exactly the instructions given, as these are based upon our experience and knowledge of local means of transportation.

#### SAMPLES BY POST.

Manufacturers often incur great loss by not sending samples requested by post. For instance, in January last we asked for samples of electric cap lights to be sent immediately by post, as we had received an important order from one of our regular customers, who, however, wanted to see the samples in order to make a choice. The manufacturer wrote, after having received two telegrams from us asking if said samples had been sent by post (cost of cabling, \$32): "As the goods are to go by American express, no time will be saved by sending two cap lights separately, etc." Afterwards the manufacturer wrote: "It was impossible to send the cap lights by post, as there is no post-parcel service between the United States and Persia." I had explained in my order that postal parcels could be forwarded by the American Express Company at New York to its office in Bremen, which would have readily forwarded them to Teheran, as post-parcel service does exist between Bremen and Teheran.

Samples of all kinds of articles, except of liquids and dangerous goods like powder, etc., may be sent by the medium of any American transportation company which has an office in Europe, via Bremen, directly to Teheran, gross weight of parcels not to exceed 3 kilograms (6.6 pounds).

#### PACKING.

As transportation in Persia is very rough, goods have to be packed in such a way that, even if they drop from a height of 5 feet, neither cases nor contents suffer. Goods are mostly forwarded on mule back, and at every station the caravan drivers simply untie the ropes which hold goods on the backs of animals and let these drop down indifferently without considering in the least the kind of articles they handle.

All cases must be heavily tin lined, and the utmost care taken that packing be waterproof, as otherwise metal parts of fine machinery, etc., will rust. Cases must be very solidly made.

#### FORWARDING.

Packages of not more than 90 kilograms (180 pounds) weight can be sent on through bill of lading in my name to the port of Bushire; duplicate of bill of lading to me (by registered letter) at Teheran.

Cases containing very heavy pieces should be furnished with inside supports of iron or wood. In packing cast-iron plates (for instance, bed plates of machines) the utmost care should be taken, and if possible they should be detached from heavy engines. The reason that very heavy pieces can not be carried in this country except with the greatest danger and risk is because of inefficient means of transportation. As packages of more than 95 kilograms (209 pounds) have to be sent on biers from Bagdad to different places in Persia (which transportation costs more than double that on animal back), all kinds of machinery, if not too difficult to mount, should be sent in separate pieces. If, however, machines are too complicated, packages of 400 to 500 kilograms (880 to 1,100 pounds) can be sent and transported on biers.

It is always preferable, in order to obtain a quick transport, for goods to be packed in as many parcels of the same weight as may be convenient; for instance, there should be always two packages of the same weight, so as to equalize the load on the animal.

Any other information concerning exports from America to Persia will be readily given by the undersigned, who sincerely desires to open a permanent market for American products in central Asia.

JOH. PATER.

TEHERAN, November 1, 1899.

## STRAITS SETTLEMENTS.

In obedience to the instructions embraced in the Department's circular of July 10 last, I give comparative statements of the values of articles imported from the United States into the Straits Settlements and of articles exported from these Settlements to the United States for the years 1897 and 1898, demonstrating an increase for the latter period of \$4,512,445, or 21.11 per cent.

*Gross trade of the Straits Settlements with the United States during the years 1897 and 1898.*<sup>1</sup>

	1897.	1898.
Exports to the United States.....	\$18,541,023	\$22,610,855
Imports from the United States.....	2,370,350	2,813,463
Total.....	20,911,373	25,423,818
Net increase (21.11 per cent).....		4,512,445

*Value of articles imported into the Straits Settlements from the United States during the years 1897 and 1898.*

Articles.	1897.	1898.	Increase.	Decrease.
Arms, etc.:				
Cartridges.....	\$700	\$2,435	\$1,735	
Muskets, rifles, etc.....	2,140	5,617	5,477	
Pistols and revolvers.....		1,600	1,600	
Apparel, hosiery, etc.....	960	3,080	2,070	
Butter and cheese.....		6,017	6,017	
Beer and ale.....	230	30		\$200
Brass ware.....	236	2,024	1,729	
Books and maps.....		66	66	
Boxes and trunks.....		80	80	
Carriage, etc., materials.....	17,862	55,653	37,791	
Clocks and watches.....	3,020	4,225	1,205	
Cards, playing.....	50	395	345	
Cabinet ware.....	50	1,020	970	
Copper ware.....	2,050			2,050
Cotton goods:				
Plain.....		5,665	5,665	
Dyed.....	400	450	50	
Printed.....		1,650	1,650	
Yarn, dyed.....		950	950	
Wick and waste.....		453	453	
Drugs and chemicals.....	11,010	1,690		9,320
Fruits, dried and pressed.....	5,512	14,900	9,388	
Flour, wheat.....	1,797,554	1,851,338	53,784	
Fancy goods and toys.....	360			360
Glass and glassware.....	350	250		100
Gas and electric light materials.....	1,912	19,442	17,530	
Hardware and cutlery.....	11,980	8,487		3,493
Ironware.....	484	11,938	11,454	
Jewelry.....	720			720
Lamps and lamp ware.....	3,145	5,395	2,250	
Leather ware.....		1,100	1,100	
Lead ware.....		8,145	8,145	
Liquor.....		48	48	
Musical instruments.....	300	100		200
Medicine.....	1,200	4,475	3,475	
Milk, condensed.....	3,050	5,565	2,585	
Machinery.....	137,095	39,091		98,004
Oilman's stoves.....	12,755	12,383		372
Oil:				
Petroleum.....	225,752	388,068	162,336	
Lubricating.....	99,619	128,926	29,307	
Wood.....	1,040			1,040

<sup>1</sup> The values in these tables, which compare the trade for 1897 and 1898, are given in Mexican currency. As the value of the Mexican dollar averaged 45.8 cents in 1898 and 45.3 cents in 1897, no attempt has been made to give the equivalents in United States currency. The gold values of the trade are given in the supplementary report.

*Value of articles imported into the Straits Settlements from the United States during the years 1897 and 1898—Continued.*

Articles.	1897.	1898.	Increase.	Decrease.
Paints.....	\$650	\$4,850	\$4,200	.....
Perfumery.....	1,800	800	.....	\$500
Provisions, fresh and salted.....	8,480	2,488	.....	5,949
Paper and paper ware.....	20	822	802	.....
Plated ware.....	.....	960	960	.....
Stationery.....	1,045	1,644	599	.....
Spirits, whisky.....	520	10	.....	510
Soap and soda.....	.....	700	700	.....
Sundries.....	.....	580	580	.....
Silver coin.....	.....	152,600	152,600	.....
Saddlery.....	85	445	410	.....
Steel.....	.....	160	160	.....
Tobacco.....	3,373	14,701	10,328	.....
Cigars.....	.....	2,800	2,800	.....
Telegraph and telephone materials.....	3,300	.....	.....	3,300
Tools, implements, etc.....	3,955	9,451	5,496	.....
Turpentine.....	.....	8,300	8,300	.....
Tallow.....	.....	12,944	12,944	.....
Umbrellas.....	.....	100	100	.....
Woodenware.....	980	2,572	1,642	.....
Wine:	.....	.....	.....	.....
Claret.....	3,751	.....	.....	3,751
Still of all sorts.....	386	.....	.....	386
Total.....	2,370,350	2,813,463	573,426	130,313
Net increase.....	.....	.....	443,113	.....

*Value of articles exported from the Straits Settlements to the United States during the years 1897 and 1898.*

Articles.	1897.	1898.	Increase.	Decrease.
Coffee.....	\$1,796,035	\$722,101	.....	\$1,073,934
Cassia.....	30,000	27,070	.....	2,930
Cloves.....	12,260	10,987	.....	1,273
Cubebs.....	6,006	12,787	\$6,781	.....
Cutch.....	.....	3,530	3,530	.....
Canes.....	1,176	1,063	.....	113
Carriages and materials.....	310	.....	.....	310
Drugs and chemicals.....	.....	106	106	.....
Dragons' blood.....	.....	2,138	2,138	.....
Fancy goods.....	.....	2,000	2,000	.....
Fruits, dried and preserved.....	10,534	15,371	4,837	.....
Gum dammar.....	30,409	50,881	20,472	.....
Gum copal.....	429,890	562,305	132,445	.....
Gamboge.....	6,815	7,619	804	.....
Gutta-percha.....	116,098	343,131	227,033	.....
Other sorts.....	43,826	.....	.....	43,826
Glue.....	.....	4,000	4,000	.....
Gambler.....	2,001,604	1,946,810	.....	54,794
Hides:	.....	.....	.....	.....
Raw.....	19,146	44,862	25,716	.....
Tanned.....	216	382	166	.....
Hemp.....	.....	90,730	90,730	.....
Japan ware.....	.....	550	550	.....
Kapok, tree cotton.....	1,519	400	.....	1,119
Lamps and lamp ware.....	.....	120	120	.....
Mace.....	35,770	36,593	823	.....
Musical instruments.....	.....	1,080	1,000	.....
Nutmegs.....	335,459	358,360	22,901	.....
Oil:	.....	.....	.....	.....
Cajeput.....	6,600	14,122	7,522	.....
Essential.....	.....	13,110	13,110	.....
Lubricating.....	1,020	.....	.....	1,020
Pepper:	.....	.....	.....	.....
White.....	29,998	245,607	215,614	.....
Black.....	700,064	758,264	58,200	.....
Long.....	1,659	7,514	5,855	.....
Pitch, leaf.....	1,630	5,181	3,551	.....
Rattans.....	824,729	909,121	84,392	.....
Rubber:	.....	.....	.....	.....
India.....	102,419	30,678	.....	71,741
Other sorts.....	.....	237,065	237,065	.....
Borneo.....	.....	827,519	827,519	.....
Rice.....	.....	80	80	.....
Sago.....	115,132	103,666	.....	11,466

*Value of articles exported from the Straits Settlements to the United States during the years 1897 and 1898—Continued.*

Articles.	1897.	1898.	Increase.	Decrease.
Shells:				
Green snail .....	\$863	\$4,998	\$4,135	
Mother-of-pearl .....	1,417	8,639	2,222	
Tortoise .....	6,000	13,100	7,100	
Other .....	6,545	14,170	7,625	
Sundries .....	495	20		\$475
Spirits, gin .....		100	100	
Taploca .....	362,502	390,024	27,522	
Tin .....	11,502,857	15,287,573	3,784,716	
Wine, claret .....	55	38		17
Total .....	18,541,023	22,610,355	5,332,460	1,263,128
Net increase .....			4,069,332	

R. A. MOSELEY, Jr.,  
*Consul-General.*

SINGAPORE, *October 16, 1899.*

#### SUPPLEMENTARY.

The Straits Settlements, constituting together a single British Crown colony, are situated on the islands immediately adjacent to the Malay Peninsula, at the southern extremity of which lies Singapore, the capital and principal port, and at the other Penang and Malacca. The area of the colony is 1,526 square miles. It comprises the island of Singapore, the town and province of Malacca, the territory of the island of Dingings, the town and island of Penang, province of Wellesley, and their dependencies. The Cocos or Keeling Islands and Christmas Island, situated in the Indian Ocean, were placed under the government of the Straits Settlements in 1886 and 1889, respectively.

#### COMMERCE.

In continuation of my communication of October 29, last, in regard to the trade between the United States and this colony, I give below comparative statements of values of articles exported from this colony to the United States and of articles imported from the latter during the first six months of 1898 and 1899.

The totals, in Mexican dollars, for the two periods were as follows:

Year.	Exports.	Imports.
1899 .....	\$16,495,492	\$1,541,461
1898 .....	9,993,420	1,423,934
Increase .....	6,502,072	117,527

Showing the large increase of \$6,502,072 in exports and of \$117,527 in imports. In the former, tin accounted for \$6,030,915, and in the latter, wheat flour shows \$69,090 and machinery \$21,767 as the principal increases.



In 1897 and 1898 the gross trade of this colony, deducting treasure, was:

	1897.			1898.		
	Mexican.	Sterling.	United States currency.	Mexican.	Sterling.	United States currency.
Imports .....	\$198,349,233	£19,661,317	\$95,681,799	\$223,008,708	£21,446,434	\$104,369,171
Exports .....	172,661,634	17,079,781	83,118,754	194,140,680	18,668,402	90,849,778
Total .....	371,010,867	36,741,098	178,800,553	417,144,388	40,114,836	195,218,949

This represented an increase in imports of \$24,654,475 Mexican, or £1,785,117 sterling, or \$8,687,272 United States gold, and in exports of \$21,479,046 Mexican, or £1,588,621, or \$7,731,024 United States gold. The principal articles of export from the Straits Settlements are gambier, gutta-percha, coffee, hides, rattans, sago flour, pepper, tin, tapioca, copra, nutmegs, canes, gum benjamin, gum copal, gum dammar gamboge, stick-lac, mother-of-pearl shells, etc.

The principal articles of import into the Straits Settlements are cotton goods, specie, provisions, coal, rice, hardware and cutlery, twist (colored and plain), handkerchiefs, paper, malt liquor, spirits, tobacco, wheat flour, petroleum, and European and American manufactures.

The total value of the gross trade for the six months ending June 30, 1898 and 1899, was:

First six months—	Mexican.	Sterling.	United States currency.
1899 .....	\$226,860,287	£22,400,232	\$109,010,729
1898 .....	196,996,731	18,579,042	90,414,908
Increase .....	30,863,556	3,821,190	18,595,821

During the first half of 1899, the value of imports was \$120,306,064 Mexican (\$57,937,064 United States currency), showing an increase of \$16,647,427 Mexican (\$10,118,762 United States currency) over that of the same period of 1898.

The value of exports was \$106,054,223 Mexican (\$51,073,664 United States currency), showing an increase of \$13,714,129 Mexican (\$8,476,859 United States currency) as compared with the values for the first half of 1898.

#### SHIPPING.

The number and tonnage of merchant vessels, war ships, transports, and yachts of all nations arrived at and departed from this port during the year 1898 were 10,013 and 9,086,556, respectively, being a decrease of 108 vessels, but an increase of 92,440 tons.

Statistics for 1899 are not yet available, but the marine department estimates an increase in tonnage over last year of more than 500,000 tons.

#### CURRENCY.

The silver dollar (British and Mexican) of 100 cents is used, with silver and copper coins representing fractional parts of a dollar. Of

silver, the 50-cent (half-dollar) piece, 20-cent piece, 10-cent piece, and 5-cent piece are in circulation. The bank-note circulation amounts to \$7,737,057 Mexican, monthly average. The note issue is in the hands of the Chartered Bank of India, Australia, and China and the Hongkong and Shanghai Banking Corporation.

#### EXCHANGE.

During the year 1898, the average rate with London was: Bank bills sterling, on demand, 1s. 11 $\frac{1}{4}$ d.; four months sight 1s. 11 $\frac{1}{4}$ d., the highest and lowest quotation being for demand 1s. 11 $\frac{1}{4}$ d. and 1s. 10 $\frac{1}{4}$ d. and for four months 2s. 0 $\frac{1}{4}$ d. and 1s. 11 $\frac{1}{4}$ d., respectively. The highest and lowest rates on New York were 48 and 44 $\frac{1}{2}$  cents gold per dollar silver.

The banking institutions doing business in the colony are:

	Capital.
The Chartered Bank of India, Australia, and China.....	£800,000
Hongkong and Shanghai Banking Corporation.....	\$10,000,000
Mercantile Bank of India, Limited.....	£562,500
Nederlands Trading Society.....	f135,788,000
The Bank of China and Japan, Limited.....	£200,000

#### REVENUE.

The revenue for the year was \$5,071,281 Mexican, and the expenditure \$4,587,366, an increase of \$751,074 and \$157,672, respectively, over the previous year (1897).

#### TRANSPORTATION.

*Ocean.*—The great steam lines connecting Singapore with the ports of Europe and the Far East and by transshipment with those of the Atlantic and Pacific coasts of the United States are: The Compagnie des Messageries Maritimes (French), the Peninsula and Oriental Steam Navigation Company (British), the Norddeutscher Lloyd (German), the Austrian Lloyd Steam Navigation Company (Austrian), the Compañía Transatlántica (Spanish), the Deutsche Dampfschiffs-Rederei (German), the Ocean Steamship Company (British), the Glen Line of steam packets (British), the Navigazione Generale Italiana (Italian), the Ben Line (British), the China Mutual Steam Navigation Company, Limited (British), and the Nippon Yusen Kaisha (Japanese).

The chartered steamers (freight only) of Messrs. Barber & Co., of New York, leave that port about twice a month for this place and ports of China and Japan, but these have little or no accommodation for passengers.

*Lines to adjacent States and colonies.*—The British India Steam Navigation Company, Limited (British), Singapore, Calcutta, and intermediate ports and the Philippines; the Koninklyke Paketvaart Maatschappij (Dutch), Singapore and Batavia; the Messageries Maritimes (French), branch line, Singapore and Java ports, Singapore and Saigon; the East Indian Steamship Company, Limited (German), Singapore to Bangkok, Singapore to Saigon, Singapore to Netherlands Indies, Singapore to British North Borneo; Apar and Jardine

lines (British), Hongkong to Calcutta, calling at Singapore; Sarawak and Singapore Steamship Company (Sarawak Government), Singapore and Kuching (Sarawak); the Campagnia Transatlantica (American flag), Singapore and Manila.

*Coastwise and river lines.*—There are numerous vessels engaged in the coasting trade of the Malay Peninsula between Singapore and Penang, which call at the intermediate ports of Malacca, the Dingdings, Port Dickson, and Port Weld, and also proceed up the Klang and Perak rivers as far as navigable. The Straits Steamship Company is the principal line in the trade, and the one which carries the regular mail.

*Roads, railways, and canals.*—There are no navigable canals in the colony proper, no railways, and only about 10 miles of tramway—at Penang. There is a complete system of macadamized roads throughout the colony of the Straits Settlements, but they can not be considered as commercial routes.

#### COMMUNICATION BETWEEN THE UNITED STATES AND SINGAPORE.

To the Pacific coast, the most expeditious route is via Saigon, Hongkong, and Japan to San Francisco; to the Eastern seaboard, via Colombo, Suez Canal to Europe, and thence by transshipment to New York, or direct to New York from Singapore via Colombo and the Suez Canal.

#### FREIGHT AND TELEGRAPHS.

Freight to London in 1898 ranged from 20s. to 52s. 6d. (\$4.86 to \$12.75) per ton, Singapore scale.

To the United States (New York), 1898, from 17s. 6d. to 35s. (\$4.25 to \$8.40) per ton, Singapore scale. Present rates are on the same level.

To San Francisco, as per schedules attached.

To Calcutta, without change since last year.

The colony has connection with all parts of the world through the Eastern Extension Australasia and China Telegraph Company's system.

#### INDUSTRIES.

The principal local industries are making wharves and docks, ship-building tin-smelting works, aerated-water works, ice-works manufactories, pineapple-canning factories, sawmills, rice-cleaning mills, and distilleries.

#### GENERAL.

Foreign imports coming into the ports of the Straits Settlement are admitted free, no duty whatever being imposed; neither are there any taxes or restrictions upon commercial travelers. There are no laws or regulations of a discriminating character imposed upon American shipping. There is no requirement that goods should be marked to show the country in which they originated or were manufactured.

R. A. MOSELEY, Jr.,  
*Consul-General.*

SINGAPORE, *November 16, 1899.*

*Values of articles exported from the Straits Settlements to the United States during the first six months of 1898 and 1899.<sup>1</sup>*

Articles.	1898.	1899.	Increase.	Decrease.
Coffee .....	\$396,053	\$214,987	.....	\$181,116
Cassia .....	8,500	5,290	.....	3,210
Cloves .....	3,480	.....	.....	3,480
Cubebs .....	12,787	5,597	.....	7,190
Canes and sticks .....	827	765	.....	62
Cutch .....	.....	5,457	\$5,457	.....
Dragon's blood .....	1,578	3,248	1,670	.....
Fruits, dried and preserved .....	9,710	4,936	.....	4,774
Gutta-percha .....	188,887	42,570	.....	145,817
Gutta-percha, inferior .....	.....	272,995	272,995	.....
Gambier .....	969,283	698,474	.....	270,809
Gamboge .....	7,619	5,952	.....	1,667
Gum benjamin .....	.....	1,850	1,850	.....
Gum copal .....	285,859	202,246	.....	83,613
Gum damar .....	21,415	21,590	175	.....
Gin .....	100	.....	.....	100
Hides:				
Cuttings .....	.....	1,500	1,500	.....
Raw .....	19,123	16,800	.....	2,323
Tanned .....	.....	.....	.....	.....
Horns .....	.....	991	991	.....
Mace .....	22,843	33,871	11,028	.....
Nutmegs .....	159,108	209,834	50,731	.....
Oil:				
Cajuput .....	7,622	2,300	.....	5,322
Essential .....	12,440	5,000	.....	7,440
Wood .....	.....	750	750	.....
Patch, leaf .....	550	.....	.....	550
Pepper:				
Black .....	221,487	811,499	590,012	.....
Long .....	4,889	24,940	20,551	.....
White .....	44,016	138,108	94,092	.....
Rattans .....	386,898	296,909	.....	89,989
Rubber .....	136,866	210,908	74,037	.....
Rice .....	60	.....	.....	60
Sago .....	40,263	84,469	44,206	.....
Shells:				
Green snail .....	2,933	7,139	4,206	.....
Mother-of-pearl .....	1,400	.....	.....	1,400
Other sorts .....	6,335	6,410	75	.....
Tortoise .....	6,900	7,450	550	.....
Taploca .....	172,804	277,800	104,996	.....
Tobacco .....	.....	210	210	.....
Tin .....	6,841,752	12,872,667	6,030,915	.....
Wine, claret .....	38	35	.....	3
Total .....	9,993,420	16,495,492	7,310,997	808,925
Net increase .....	.....	.....	6,502,072	.....

<sup>1</sup> Mexican currency. The value of the Mexican dollar in the first six months of 1898 was 45.2 cents; in the first six months of 1899, 47.4 cents.

*Values of articles imported into the Straits Settlements from the United States during the first six months of 1898 and 1899.*

Articles.	1898.	1899.	Increase.	Decrease.
Arms:				
Cartridges .....	\$1,025	\$1,749	\$724	.....
Muskets, rifles, etc. ....	3,265	2,838	.....	\$427
Pistols and revolvers .....	.....	397	397	.....
Beer and ale .....	.....	250	250	.....
Books and maps .....	66	455	389	.....
Brass ware .....	475	1,330	855	.....
Beans and peas .....	.....	400	400	.....
Butter and cheese .....	.....	8,000	8,000	.....
Cabinet ware .....	20	50	30	.....
Carriages and carriage materials .....	14,276	8,434	.....	5,842
Clocks and watches .....	120	6,567	6,447	.....
Cycles and accessories .....	.....	8,885	8,885	.....
Drugs and chemicals .....	60	400	340	.....
Fruits:				
Preserved .....	3,290	4,500	1,210	.....
Fresh .....	.....	2,396	2,396	.....
Fancy goods and toys .....	.....	327	327	.....
Flour, wheat .....	954,327	1,023,327	69,000	.....
Gas and electric lighting materials .....	500	15,034	14,534	.....
Hardware and cutlery .....	3,022	4,424	1,402	.....

*Values of articles imported into the Straits Settlements from the United States during the first six months of 1898 and 1899—Continued.*

Articles.	1898.	1899.	Increase.	Decrease.
Ironware .....	\$3,998	\$5,550	\$1,552	.....
Iron nails .....	.....	6,500	6,500	.....
Lamps and lamp ware .....	5,060	459	.....	\$4,591
Leather .....	.....	2,850	2,850	.....
Lard .....	.....	3,000	3,000	.....
Liqueurs .....	48	.....	.....	48
Machinery .....	21,490	43,257	21,767	.....
Medicines .....	4,000	1,220	.....	2,720
Milk, condensed .....	3,310	2,450	.....	860
Musical instruments .....	.....	1,450	1,450	.....
Oilman stores .....	2,407	1,815	.....	592
Oil:	.....	.....	.....	.....
Lubricating .....	51,812	22,590	.....	28,722
Petroleum .....	326,000	309,500	.....	16,500
Tallow .....	.....	13,200	13,200	.....
Turpentine .....	.....	4,000	4,000	.....
Other sorts .....	.....	300	300	.....
Plated ware .....	250	.....	.....	250
Provisions, fresh and salted .....	658	9,592	8,939	.....
Paper and paper ware .....	82	400	368	.....
Paints .....	1,852	425	.....	927
Perfumery .....	.....	1,713	1,713	.....
Photographic materials .....	.....	120	120	.....
Saddlery .....	84	393	309	.....
Stationery .....	64	295	231	.....
Tobacco .....	6,926	6,160	.....	766
Cigars .....	400	2,400	2,000	.....
Tools, implements, etc. ....	4,752	3,691	.....	861
Tin plates .....	.....	750	750	.....
Textiles:	.....	.....	.....	.....
Cotton goods .....	.....	.....	410	.....
Dyed .....	450	860	.....	.....
Plain .....	5,215	4,270	.....	945
Yarn, dyed .....	960	.....	.....	950
Apparel, hosiery, etc. ....	2,980	50	.....	2,930
Wick and waste .....	235	265	30	.....
Wine:	.....	.....	.....	.....
Claret .....	.....	450	450	.....
Still, of all sorts .....	.....	84	84	.....
Wooden ware .....	1,620	1,237	.....	383
Sundries .....	.....	142	142	.....
Total .....	1,423,984	1,541,461	185,841	68,314
Net increase .....	.....	.....	117,527	.....

*Rates of freight from Hongkong to San Francisco on through bills of lading signed in the Straits Settlements or Java ports, exclusive of transfer expenses at Hongkong.*

[All rates are in United States gold coin. All rates subject to change without previous notice.]

Coffee, in bags .....	per picul ..	\$0.30
Copra, in bags .....	do .....	.50
Gambier, block, lots of 25 tons or over .....	do .....	.25
Gambier, block, lots of less than 25 tons .....	do .....	.30
Gambier, cube, lots of 25 tons or over .....	do .....	.30
Gambier, cube, lots of less than 25 tons .....	do .....	.40
Gum copal, lots of 5 tons or over .....	per ton of 40 feet ..	3.00
Gum copal, lots of less than 5 tons .....	do .....	5.00
Indigo .....	do .....	4.00
Mace .....	do .....	4.00
Nutmegs .....	do .....	4.00
Pepper:	.....	.....
Lots of 25 tons or over .....	per picul ..	.40
Lots of less than 25 tons .....	do .....	.50
Pineapples .....	per ton of 40 feet ..	4.00
Rattans .....	per picul ..	.75
Rice in bags .....	do .....	.30
Sago:	.....	.....
Lots of 25 tons or over .....	do .....	.30
Lots of less than 25 tons .....	do .....	.40
Tapioca .....	do .....	.30
Tin .....	do .....	.20

HONGKONG, November 16, 1899.

J. S. VAN BUREN, Agent.

## TURKEY IN ASIA.

## SIVAS.

There are few new or important features of commerce in this consular district. No special disturbances have occurred during the last year in this region to check trade, and the people have followed their usual vocations with a degree of security that has been unusual for several years past. Yet merchants universally complain of dull times, and it is the general opinion that the purchasing power of the people is rapidly diminishing. The Government prohibits almost all merchants of the interior from visiting Constantinople, and consequently purchases have been light. The crops have been fairly good. There is wheat enough in this region for two years' local consumption.

I send herewith a table showing the value of the imports and exports of the province of Sivas for the year ending June 30, 1899. It is based upon estimates furnished by numerous merchants in the various lines, but, although considerable effort has been made to have it as accurate as possible, it can not be called very exact. As usual, it shows a balance of trade against this portion of the country. The same thing seems to be true of the country taken as a whole, for the statistics of all the reports from Turkey published in last year's Commercial Relations give an excess of imports over exports amounting to more than \$50,000,000. There has been no direct trade between this province and the United States. Cotton cloth and sewing machines are the only articles of American manufacture sold here. Oriental rugs and probably a certain quantity of wool go indirectly to the United States. The wool trade is not carried on in a very systematic way. The farmers bring their wool in small lots to the city, where it is bought or bartered for by the merchants, who forward it to Samsoun or Constantinople in varying amounts, as opportunities for transport by wagons or camels happen to present themselves. The wool collected at Samsoun is generally sent to Constantinople, where the real export business is carried on. The annual product of wool in the province of Sivas is valued at about \$260,000. Two-thirds of it is exported. What remains is made into carpets, beds, stockings, and felt. The wool is called of good quality and is unusually clean. Washed wool sells here at 9 or 10 piasters the ohe, or 14 to 17 cents a pound. Lambs' wool sells at from 6 to 8 piasters the ohe, or from 9 to 12 cents a pound. Lambs' wool is used without washing in carpet making.

## THE ANGORA GOAT.

The increased attention given to the keeping of goats in the United States suggests the propriety of making a few remarks on the Angora or mohair goat.

The city and province of Angora lie west of the Sivas province and southeast of Constantinople, with which the city of Angora is connected by a railroad about 250 miles long. It is a region of country, I am told, resembling the State of Colorado—mountainous, rocky, sparsely wooded, and poorly watered. The fortieth parallel of north latitude passes almost through Angora and Denver. The area of the province is about 25,000 square miles. The winters are cold, rather

long, and snow is abundant. From May to September little or no rain falls.

It is from the western part of this province and from the province of Castamouni, lying north of Angora, that the world's supply of choice mohair goats is drawn. I believe that Angora goats raised in any other part of the world require a periodical infusion of new blood from this stock in order to preserve the race true to the original.

The best class of Angora goats is not now found at Angora itself, and in recent years purchases for export have been made at Géréde and Kibriz, in the Boli district of the Castamouni province. Mohair goats are raised in other parts of Asia Minor, but sufficient care is not given to breeding and rearing them, and the race is inferior. Perhaps climate and other natural conditions also make the breed less desirable in other regions. Even in the districts where the Angora goat is found at its best, its raising is left largely to chance and to nature.

The average fleece of mohair from choice, picked Angora goats, 2½ to 3½ years old, is 9½ pounds for males and 5½ pounds for females. The yield from choice goats without selection as to age—i. e., from 1½ to 4 years old—is about 6 pounds for males and 4 pounds for females. Third-class goats will average about 4 pounds of wool a year.

Angora goats of the best class, 2½ to 3½ years old, are valued at about \$18 for males and \$7 for females. The average price of best he goats without selection as to age is \$15, and of she goats, \$6. Of course in some cases, a particularly fine buck may go as high as \$50; or the owner may refuse to sell him at any price.

The prices above quoted are for the goats on the spot, and do not include commissions or other charges.

Angora goats can not be exported from this country without an imperial permit. Such a permit is difficult to obtain, requires time, and costs considerable money. It should be obtained at Constantinople before the goats are purchased for export. A certificate of health for each goat is also desirable (sometimes necessary) before it is paid for.

Probably a permit for export may be obtained more readily and cheaply by some private Ottoman subject than by a foreigner through his diplomatic or consular representative.

#### NEW ENTERPRISES.

*New railroads in Asia Minor.*—The building of a railway connecting Constantinople with Bagdad and the Persian Gulf has long been talked of, and has several times seemed near realization. But no railroads have yet been built east of Angora and Konieh. The question is now receiving special and perhaps more practical attention. No less than five different projects have been submitted to the Sultan, who, no doubt, finds himself embarrassed by the number of conflicting interests, each more or less backed by rival European powers.

The five projects, according to *Le Temps*, are as follows:

(1) Project of Mr. Tonietti, representing an Anglo-Italian syndicate. This line would run from Alexandretta or Suedieh, via Aleppo, Deir, and Bagdad, to Bassorah, with a branch line joining Alexandretta to Konieh. Mr. Tonietti does not demand any kilometric guaranty, but asks concessions of land, mining, and irrigation rights.

(2) Project of Mr. Cotard, not representing any syndicate and not

asking for any kilometric guaranty. The course is from Konieh to Bassorah, via Adena, Alexandretta, Aleppo, Deir, and Bagdad.

(3) Project of Mr. Reichnitzer, representing a powerful English syndicate. It resembles the last.

(4) Project of Mr. Spruyt, representing a Belgian syndicate, also asking for no kilometric guaranty. The course is from Scutari, via Boli, Tossia, Amassia, Tokat, Sivas, Hamli, Diarbekir, Mosul, to Bagdad, with a connecting line from Tossia to Sinope, via Castamouni and Boyabad.

(5) Project of the Anatolia Railroad Society or Deutsche Bank,<sup>1</sup> which contemplates an extension of its present line from Angora, via Yosgat or Cesarea, Sivas, Aintab, Urfa, Diarbekir, Mardin, Mosul, to Bagdad, with a branch from Aintab to Alexandretta, and another branch from Aintab, via Adena and Marash, to Konieh, and an eventual extension to Bassorah. It is reported that an agreement amounting to a consolidation has been arranged between this German company and the French company owning the line from Smyrna to Kassaba and Afium Karahissar, capitalized at \$50,000,000, and it is proposed to sell 20 per cent of the shares to Ottoman firms, and call the remodeled enterprise "The Imperial Ottoman Railroad Company of His Majesty the Sultan, Abdul Hamid II," in order to avoid foreign complications with the promoters of other projects. A commission of engineers, under the presidency of the German consul-general at Constantinople, is now visiting the country to perfect the plans.

Russia is not indifferent to these gigantic schemes for opening up a country which was once the granary of the world, schemes which, if realized, would mean spheres of influence, a quick route to India and the East, competing with the Suez Canal, and wheat at Constantinople to rival the American and Russian products.

*Bank.*—A branch office of the Imperial Ottoman Bank has been established at Sivas, Mr. M. Hanemoglou director, P. Christodoulidis subdirector. It does a general banking business, in addition to receiving government revenues and the money payable to the Russian war indemnity. The establishment of this bank should have a favorable effect upon local and foreign commerce. It may be of advantage also to the considerable number of Armenians who reside in the United States and are in the habit of sending their earnings to their dependent relatives in this country.

A company is being formed at Constantinople to carry on a wool-spinning mill at Sivas. If established, it will be the first important manufacturing enterprise, except flour mills, attempted in this province for many years. A small silk-weaving establishment was started last year at Sivas, and though worked in a primitive way and with little capital, I am told it has proved moderately profitable. A considerable number of young mulberry trees have been set out, and it is hoped that silk culture will be considerably increased. Raw silk pays a tax of 10 per cent.

#### OPPORTUNITIES FOR BUSINESS.

As stated above, cotton cloth and sewing machines are the only United States products sold here at present. Tools, clocks, watches,

<sup>1</sup> See Advance Sheets of Consular Reports No. 665, February 28, 1900.



paper, ready-made shoes, and leather might be brought from America, if they were cheap and if freights were low enough to compete with Europe.

The establishment, through the efforts of the United States consul-general, of a direct steamship line between New York and Constantinople by Messrs. Barber & Co., of New York, should have some favorable influence upon the trade of this consular district. But although they issue through bills of lading from New York to Samsoun, with transshipment at Constantinople, it is not probable that a very considerable commerce will be built up between the United States and this district until there are American vessels coming to Samsoun. The importation of American flour to Constantinople by this line has affected the local grain merchants, by checking the exportation of wheat from the Sivas province to Constantinople.

The question of fuel is one which will ere long be serious. The forests here are fast being destroyed root and branch, and no new ones are planted or allowed to spring up. The country is given up to grazing. Deposits of coal doubtless exist in various parts of the country, but they are not worked. Dung (tezek) is already the main fuel of the country. Petroleum stoves ought to find a sale here, if they are cheap, simple in construction, and can burn Russian petroleum without making a bad odor. An oil stove which I brought from the United States was much admired by the Turkish officials, and at the request of some of them, the dragoman ordered half a dozen similar stoves for them. But on account of several transshipments and delays in foreign ports, the stoves were eleven months in coming, arrived after the cold season was over, were injured by the transit, cost \$9 apiece for freight alone, and the officials generally repudiated their orders. That was an experience in importation which, if not typical, illustrates some of the difficulties of establishing a foreign trade. A direct steamer line to Samsoun would do much to obviate these difficulties.

Large quantities of fruits are raised at Amasia, Tokat, and Malatia, although the cultivation is carried on by primitive methods and with the lack of energy characteristic of the Orient. The crops of fruits at Amasia and Tokat were above the average this year and sold so cheaply that it scarcely paid to gather them. Cherries, apricots, grapes, pears, peaches, and apples are the chief fruits raised. It seems to me that the favorable climate and the low cost of land and labor would make fruit drying and canning profitable at Amasia and Tokat, but practically nothing of that sort is done. Glass fruit-preserving jars might profitably be introduced. The manufacture of wine and spirits according to approved modern methods might also be remunerative. Fair sorts of wine are made in most Christian households at Tokat, Amasia, and Marsovan. It retails for about 30 cents a gallon. Large quantities of "raki" are made by fermenting the residue from the grapes after the juice is pressed out, and distilling it with anise, mint, mastic, and rose leaves. It is sold for about 35 cents a gallon. Probably the larger portion of grape juices is boiled down into a grape-sugar molasses called "pecmez." It resembles in consistency and taste the settlings of Puerto Rico molasses.

The consumption of beer is on the increase, and this might be manufactured here instead of being imported from Europe and Constantinople. Barley is abundant and of good quality. Hops grow wild in small quantities about Tokat and Amasia, and might easily be cultivated if there were any demand for them.

It may be reiterated that the requisites for building up trade with the United States are direct steamer lines and lower freights to the Black Sea, samples of the goods (not catalogues), prices given in terms which can be understood and appreciated by the local merchants, the establishment at the seaport cities of commercial displays or large general wholesale houses, with goods adapted to the needs of the country in stock, and competent traveling salesmen for the interior towns.

MILO A. JEWETT, *Consul.*

SIVAS, October 26, 1899.

*Estimated value of imports and exports of the province of Sivas for the year ended June 30, 1899.*

## IMPORTS.

Articles.	From—	Value.
Block tin.....	England.....	\$9,000
Brandy.....	Constantinople, France, Greece.....	6,500
Candles.....	Austria, France.....	9,700
Coffee.....	France.....	50,500
Copper, new and old.....	England, Turkey.....	71,500
Cotton goods and calico.....	England, America, Austria.....	676,000
Cotton, raw.....	Adana, Harpoot.....	52,800
Cotton thread.....	England, Italy.....	70,500
Crockery and glass.....	Austria, Germany, France.....	15,500
Cutlery.....	do.....	14,000
Drugs and chemicals.....	do.....	11,000
Dyes, anilines.....	Germany.....	20,000
Fézes.....	Austria, Constantinople.....	15,500
Haberdashery.....	Austria, Germany, France.....	88,000
Iron and ironmongery.....	Belgium, Austria, England.....	169,500
Jewelry and gold thread.....	France.....	14,000
Leather and shoes.....	France, Italy, Greece.....	66,600
Matches.....	Austria, Italy.....	48,400
Nails.....	Belgium, Sweden, England.....	42,000
Olives and olive oil.....	Smyrna, Aleppo.....	20,000
Petroleum.....	Russia.....	186,500
Rice.....	Turkey.....	110,000
Sewing machines.....	America and Europe.....	4,500
Silk and velvet.....	Aleppo, Germany, France.....	68,800
Soap.....	Aintab, Antioch.....	76,500
Spices.....	France.....	4,000
Spirits and wine.....	Russia, France, Turkey.....	11,000
Steel.....	Sweden.....	4,000
Sugar.....	Austria, France.....	120,000
Tea.....	England.....	6,600
Tobacco.....	Samsoun.....	61,600
Woolen goods.....	France, Germany, Austria.....	31,500
Woolen yarn.....	England.....	45,000
Miscellaneous.....	.....	50,000
Total.....	.....	2,246,100

## EXPORTS.

Articles.	To—	Value.
Barley.....	Turkey.....	\$58,000
Carpets, old and new.....	Europe and America.....	120,000
Cattle.....	Turkey.....	92,000
Copper utensils.....	do.....	37,500
Cotton goods.....	do.....	69,000
Flour.....	Turkey and Europe.....	238,000
Gum tragacanth.....	England.....	15,500
Goods imported.....	Turkey.....	76,000
Hides and skins.....	France.....	120,000
Horses.....	Turkey.....	85,000
Lentils.....	do.....	5,000
Mahlep.....	Turkey and Egypt.....	30,000
Handmade articles.....	Turkey.....	11,000

*Estimated value of imports and exports of the province of Sivas for the year ended June 30, 1899—Continued.*

## EXPORTS—Continued.

Articles.	To—	Value.
Opium.....	Constantinople.....	\$175,000
Tallow.....	Turkey.....	11,000
Tiftic.....	Europe.....	16,000
Tobacco (leaves).....	Turkey and Egypt.....	132,000
Wax and honey.....	Turkey.....	4,000
Wheat.....	Turkey and Europe.....	536,000
Wool.....	do.....	178,000
Woolen goods.....	Turkey.....	40,000
Woolen stockings.....	do.....	83,000
Miscellaneous.....	do.....	66,000
Total.....		2,143,000

## SAMSOUN.

Under date of November 1, 1899, Mr. G. C. Stephopoulos, consular agent at Samsoun, sends a commercial report on the trade of Samsoun for the year ended June 30, 1899, which I reproduce as follows:

Without dwelling much on details, I shall give in general terms some information which may interest American dealers, and some suggestions in regard to the opportunities for developing commerce between the United States and this district.

## CROPS.

This year, the crops in Samsoun and the interior are from 20 to 25 per cent larger than last year, while in some provinces of Turkey they were almost a complete failure on account of the lack of rain. It is expected, owing to the abundance of the crops here, that the exportation will be very considerable.

## EXPORTS.

*Skins.*—Among the principal products sent to the American market are goatskins. These are shipped to Marseilles or London, and after being warehoused there are sent to the United States at an advanced price. According to the information which I have collected, goatskins to the value of \$134,000 have been exported during the year ended June 30, 1899, and most of them have been sold to the United States through the above-mentioned markets. I would call the attention of American manufacturers to the fact that it would certainly be to their advantage to send their orders direct to Samsoun. Goatskins are sold at the present time at 50 to 60 cents (12 to 14 piasters) each, weighing 330 to 350 pounds per 100 skins.

*Wool.*—This product is exported in great quantities to the United States through foreign markets, and naturally this indirect transaction adds considerably to its price in America. The white unwashed first quality sells at 4 to 5 cents a pound (4 to 4½ piasters an oke). The amount of wool exported during the year was 630,000 pounds (280,000 kilos), which represents a value of about \$60,000.

*Wheat.*—This produce is exported from Samsoun to various parts of Turkey, especially to Constantinople, Smyrna, Beirut, and the islands of the archipelago, and some also to Greece and Marseilles. It comes from the interior as well as from the district of Samsoun. The total amount of wheat exported during the year was 57,170,250 pounds or 25,409,000 kilograms, valued at \$1,330,000.

*Flour.*—This is also exported to the various ports of Turkey, and especially to Constantinople. However, owing to the recent introduction of American flour in Constantinople, the local trade has suffered, American flour being cheaper and superior in quality. The local flour comes from the interior, where it is ground in water mills. There being no railroads in this part of the country, transportation by means of camels, mules, wagons, etc., is very expensive. Although this market is always well stocked with flour, in spite of the difficulties of transportation, I have reason to believe that if American flour were sent here at low rates it could be sold to advantage in the Black Sea ports. These ports are already being supplied with flour from foreign markets, such as Marseilles. I have received samples of American flour, and introduced them to the Black Sea merchants, and I am doing my utmost to secure orders.

The local prices of flour are at present as follows:

First quality .....	per bag..	\$3.60
Second quality .....	do....	3.00
Third quality .....	do....	2.90
Fourth quality .....	do....	2.60

The export trade of this article, during the year ending June 30, 1899, amounted to 240,000 bags, each weighing 168.7 pounds (75 kilograms), representing about \$760,000 in value.

*Opium and mohair.*—Other articles interesting the American markets are opium and mohair. Of the first, \$240,000 worth was exported to Europe, and of the second, \$90,600 worth.

*Tobacco.*—This is one of the principal products of the Samsoun district and about 14,625 hundredweight (6,500,000 kilograms) a year are exported to Egypt, Germany, France, and England. A small quantity is also exported to the United States for the manufacture of Turkish cigarettes. I wish once more to call the attention of American importers to the fact that large quantities of this product are sold to the United States through European markets at advanced prices.

#### TRANSPORTATION FACILITIES; AMERICAN GOODS.

This is the most important point in my report. Generally, goods for America are shipped by French, Italian, and Austrian steamers. The steamers never take goods directly to America, but these are transhipped at several ports and consequently reach their destination only after the lapse of two or three months. The Barber & Co. steamship line of New York has established, thanks to the efforts and recommendations of our Consul-General at Constantinople, a direct line between New York and that city, which takes goods from Samsoun by transshipment at Constantinople. But the full effect of this is not felt at this port, because the cargoes from here must still be sent by foreign steamers and transhipped to the Barber line at Constantinople. The advantages resulting from such a line being established between the United States and Constantinople can in no wise be overlooked. During the short time that it has been in operation, the trade between the United States and Constantinople has notably increased. The principal reason for the lack of business between the United States and the Black Sea ports is the fact that no American vessels are seen in these waters, while 758 steamers flying the British, German, Austrian, Russian, Greek, Turkish, Italian, and Norwegian flags have touched

this port during the year ended June 30, 1899. I repeat once more that without direct communication it is impossible to expect important commerce; direct steamship facilities occasion an increase in exports of Turkish products to America, at lower prices. Many of the American products could also find ready sale in Samsoun and other distributing ports of the Black Sea; for instance, hardware, cotton and woollen goods, agricultural machinery, cutlery, watches, clocks, confectionery, tools, nails, thread, lamps, shoes, leather, and very possibly flour. The superiority of American manufactures is already well known in this district, and import firms are ready to order them as soon as the freight rates are sufficiently reduced.

I am also of the opinion that if an exclusively American store were established at Samsoun it would very soon create a considerable demand for our goods. Besides this, samples also must be sent, because the dealers cannot depend on illustrated catalogues, which receive no consideration from business men here. Many American manufacturers and dealers have applied to this office, asking information in order to introduce their goods. I ask for samples and more favorable conditions, but their responses have not been satisfactory.

Germany is rapidly surpassing all other nations in supplying Turkey with manufactured goods, and occupies the first place in both imports and exports. Soon after the visit of Emperor William to Constantinople, a fortnightly line of steamships was established between the Black Sea and Germany. In commercial rank after Germany come Austria, France, Belgium, Italy, and England.

American manufacturers and exporters should remember that the methods of doing business here differ from those in the United States. In this country, importations are mostly made through responsible persons known as commission agents or commission merchants, who inform the manufacturers of the business standing of the native merchants, and, being supplied with samples, visit the stores and secure orders. It would pay our exporters to employ such an agent, knowing the English, Turkish, and Greek languages, and familiar with trade conditions.

The terms and conditions of payments offered by European manufacturers are more liberal than those offered by Americans, and credits are allowed upon the favorable reports of their agents. They give merchants here, as a rule, from one to three months credit, while our manufacturers generally require cash, or in some cases, even payment before shipment. Many negotiations have thus failed.

*Cotton goods.*—Cotton goods, especially sheetings and shirtings, are highly valued here, as well as throughout the interior. The American sheetings known as Cabot A are recognized as the best in quality and durability. This article is imported through commission merchants in Manchester. It may be noted that some time ago, English manufactured sheetings were being sent to this market under the American trade-mark. Severe measures having been taken by this office, this importation has ceased.

*Shoes.*—United States shoes have not made their appearance in this market. I think that samples would facilitate their introduction. American rubber shoes are superior to those in use here, which are mostly of Russian manufacture. I am persuaded that American rubber shoes, owing to their recognized superiority, would find a good market here, if placed in the hands of an active agent.

*Lamps.*—These might find a good opening. At the request of the municipality, I suggested to some American manufacturers to make offers for 500 or 1,000 lamps. The Dietz Company, of New York, sent some samples of street lamps, but they were not the kind required here. Nevertheless, I expect that this company, which has fortunately recognized the practicability of sending samples, will do business here on account of its moderate terms and the quality of its goods.

*Leather.*—There is a considerable sale of leather here, both sole and upper. It comes principally from Italy, and I believe American leather may be introduced with hope of success.

*Tools and machines.*—A very few tools and machines are found in this market, while the European importation is very considerable on account of the facilities offered by manufacturers of these goods.

*Hardware.*—Hardware might find a ready sale in this vicinity if price lists with samples were sent.

*Clocks and watches.*—All kinds of clocks and watches are used here. Most of them are imported from France, Germany, and Austria. American watches, though considered of superior value, are not imported at all.

*Eggs.*—Samsoun has a large trade in eggs. They are sent to France and other countries. A German house has been established here for the preparation of dried eggs and dried albumen, but the dried-egg business is not very important. These products are exported to France, Germany, and other foreign countries.

#### GENERAL.

Consular officers are constantly answering the numerous inquiries of American manufacturers and exporters, and no one can deny their readiness to assist them in building up trade; but it must be observed that in this region, exporters are lending but little support to the efforts of the consuls. Our manufacturers do not seem to take into consideration the great distance and the competition of foreign countries, but keep on discussing terms and conditions, and some go so far as to ask for remittances in advance for their samples.

*Chamber of commerce.*—I wish also to give information in regard to the chamber of commerce of this city. Some people suppose that these small Turkish towns possess well-organized chambers of commerce, prepared to furnish valuable information and assist in establishing trade. These bodies really exist only in name.

#### SUMMARY.

In conclusion, I would repeat that the development of commercial relations between the United States and this port, as well as other ports of the Black Sea, depends upon the following points:

First. The establishment of a direct steamship line.

Second. The sending of samples.

Third. The appointment of agents.

Fourth. Prices and conditions of payment.

MILO A. JEWETT, *Consul.*

SIVAS, November 14, 1899.

## SMYRNA.

Smyrna, the principal seaport of Asiatic Turkey, is situated at the head of Smyrna Bay, at the eastern end of the Mediterranean Sea. This bay has an average width of 5 miles and a length of 20 miles. There being no tide, a depth of water capable of floating the largest vessels of the world can always be found.

## AREA.

The vilayet of Aidin, in which Smyrna is situated, covers a surface of 53,800 square kilometers (20,772 square miles), being broken by many mountain ranges and valleys. The valleys and plains are generally under cultivation, though this is of a very primitive nature.

## POPULATION.

The population of the vilayet is 1,400,000, of which 950,000 are Mohammedans, the remainder being Greeks, Armenians, and Latins, this last meaning Greeks and Armenians of the Roman Catholic Church. Europeans number some 55,000, the greater part living in the city of Smyrna. Of Jews, there are about 23,000. On an average there are 26 inhabitants to 1 square kilometer (0.3861 square mile). Smyrna proper has a population of 350,000 to 400,000.

## MOVEMENT OF THE PORT.

About 1,500 steamers clear yearly, with a tonnage of 1,780,000. The nationality is divided as below:

	Number.	Tons.		Number.	Tons.
English .....	400	450,000	Italian .....	60	100,000
Turkish .....	250	200,000	German .....	100	150,000
Austrian .....	200	880,000	Divers .....	110	100,000
Russian .....	200	220,000			

## NEW STEAMSHIP LINE.

Of great importance to American trade is the establishment of a direct line of steamers between this port and New York. These steamers are operated by Messrs. Barber & Co., of New York City, and give a monthly service. Heretofore, the freight rates on United States goods have practically shut out our manufacturers from this country. Merchants here are kindly disposed toward American goods, but the high freights, together with a disposition to exact cash payments, have, up to the present, prevented trade with America from assuming the proportions which the quality and price of our manufactures would justify. American merchants would, I believe, greatly increase commerce with Turkey by establishing agencies here and operating through them. Credits could then be given with comparative safety. Great care must be exercised in the choice of agents, as but few of the local commission merchants are to be depended upon.

## BANKS.

Besides many private banking houses, there are in Smyrna three important concerns—the Imperial Ottoman Bank, the Credit Lyonnais, and the Austrian-Länder Bank of Vienna. Banking operations consist in purchase and sale of bills, loans on deposit, open accounts, collection of foreign bills and exchange. The rate of interest is from 6 to 8 per cent yearly. The legal rate is 9 per cent.

## SMALLER PORTS OF THIS VILAYET.

Business in some of the smaller ports of this vilayet is carried on extensively in the following articles:

Dikili—exports wheat, barley, and valonia.

Fotcha—exports salt and raisins.

Vourla—exports raisins.

Thisme—exports raisins in large quantities.

Scala-Nova—exports licorice root (to America), tobacco, white corn, halva (a Turkish candy), marmarice, valonia, olives and olive oil, and raisins.

Makri—exports chrome, minerals, and wood.

Trade from the above ports is carried on through Smyrna merchants.

## RAILROADS.

Smyrna is the terminus of two railroad lines, operated one by an English and the other by a French company. The Aidin road (English) has 515 kilometers (320 miles) of track. The Casaba road (French) has 513½ kilometers (319 miles). There is rail connection with Constantinople from the interior via Afion-Kara-Hissar and the Anatolian Railroad. Connection is also made with roads to Konia, Angora, and many other cities.

## WAGON AND CARRIAGE ROADS.

In the vilayet of Aidin there are 1,500 kilometers (932 miles) of fairly good carriage roads.

## INDUSTRIES.

There are very few factories and mills; those worth mention being flour mills, an iron foundry, cotton gins, a yarn factory, a few saw-mills, and a licorice refinery. The chief occupation is the weaving of carpets, those made in this and neighboring vilayets being exported as Smyrna rugs. The weaving of these rugs is very difficult, and requires considerable skill. Nearly 12,000 men and women are employed in weaving on very primitive looms. A good workman receives from 2 to 3 piasters (8 to 12c.) per day, the low price of labor making the industry possible. The weaving of aladja is also of some importance, this being a coarse cotton cloth used for sheeting and clothes. The yearly production is 150,000 pieces, each 8 meters long by 33 centimeters (8.7 yards by 12.9 inches) wide. The yarn for this stuff comes from England and Italy. If an effort were made, it would be an easy matter for American yarn to take first place in the manufacture of this stuff.



## IMPORTS.

There has been a decrease of 25 per cent in the imports of the last six months, as compared with those of the same season of 1898. This is due to the bad crops of the last year, those of this season being much heavier.

## AMERICAN GOODS.

The following list shows articles in demand here: Cotton twills (unbleached), Cabot and colored twills, drilling, especially blue and black; agricultural implements, stoves, pumps, flour, nails, furniture (tables and chairs), wagon and carriage wheels and springs, bicycles, clocks and watches, copper, rubber goods, boots and shoes, printers' ink, paper (printing and wrapping), iron wire, pipe, sheet, and plate, car wheels, cutlery, builders' hardware, saws and carpenters' tools, iron and wood working machines, petroleum stoves and lamps, paints, oils and dyes, hams and cheese, rum and whisky, lumber for manufacturing and building.

Since there is now a direct line of steamers plying between this port and New York City, there has been a reduction of freight rates.

There is also in process of preparation an exposition of American manufactured goods. This exposition is in the hands of one of the oldest established and most experienced business houses of Turkey. I have every reason to believe that this enterprise will result in much good to American trade. It will be open in the course of the next two or three months.

RUFUS W. LANE, *Consul*.

SMYRNA, *October 16, 1899.*

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ALEXANDRETTA.

Since the last report on commercial relations sent from this consulate, there has been a slight decrease of imports into this district, especially since the establishment of ten days' quarantine on all ships from Egypt, as 75 per cent of foreign goods come via Egypt. The custom officials have consented this year, for the first time, to furnish a report of imports and exports. It does not state the names of countries with which trade was carried on.

## TRANSPORT.

Transport is effected chiefly by camels, horses, and mules, the former carrying on an average 580 pounds and the latter 420 pounds. The cost of transport the year round is about 12 cents a mile per ton of 2,240 pounds.

## TARIFF.

According to the custom-house regulations, the import duty is 8 per cent and export 1 per cent ad valorem, but goods of all descriptions are valued by official estimates and are generally rated 10 to 20 per cent above their original cost. Invoices accompanying goods are of no avail.

## WIND-PUMPS.

This year has seen the introduction a very valuable wind-pump, 12 being imported from the United States by the municipality of the vilayet.

## CURRENCY.

The dollar at par is 28.80 piasters, the English pound is 138.50, the Turkish pound is 126.75, and the French napoleon 110.50 piasters. I submit an approximate estimate of exports and imports for the last year.

*Approximate estimate of imports for year ended June 30, 1899.*

	England.	France.	Italy.	Austria-Hungary.	Russia.	Belgium.
China and glass ware .....	\$12, 750	\$3, 320	\$775	\$6, 700	-----	\$7, 300
Cloth .....	36, 750	17, 800	20, 300	154, 000	-----	10, 220
Coffee .....	175, 000	49, 000	14, 250	7, 500	-----	15, 400
Colors .....	4, 560	34, 500	7, 750	-----	-----	-----
Copper .....	73, 250	5, 750	-----	-----	-----	1, 250
Drugs .....	57, 750	53, 050	38, 800	18, 800	-----	34, 350
Hides .....	74, 400	75, 250	4, 580	40, 000	-----	1, 050
Indigo .....	257, 750	-----	-----	-----	-----	-----
Iron and iron works .....	40, 150	13, 500	1, 850	6, 250	-----	90, 800
Manufactures .....	572, 620	75, 800	277, 600	-----	-----	-----
Matches .....	-----	-----	-----	13, 400	-----	4, 760
Metals (zinc, tin, lead) .....	30, 220	6, 700	4, 000	7, 500	-----	90, 580
Paper and paper works .....	-----	15, 600	9, 020	35, 200	-----	210
Petroleum .....	-----	-----	-----	-----	\$57, 750	-----
Provisions .....	20, 800	10, 550	13, 175	4, 590	5, 620	2, 000
Rice .....	16, 200	-----	200	-----	-----	-----
Silk and silk works .....	255, 600	116, 600	159, 020	200, 100	23, 000	43, 600
Spirits .....	5, 505	10, 150	700	83, 050	-----	280
Sugar .....	-----	11, 760	1, 090	83, 200	15, 250	45, 055
Various .....	57, 200	60, 900	17, 500	30, 800	10, 400	17, 300
Total .....	1, 690, 505	561, 230	568, 610	731, 090	112, 020	364, 135

	Germany.	Turkey.	Egypt.	United States.	Totals.
China and glass ware .....	\$1, 520	\$10, 590	\$100	-----	\$43, 055
Cloth .....	77, 500	7, 540	600	-----	324, 710
Coffee .....	1, 500	5, 500	40, 600	-----	338, 750
Colors .....	105, 250	66, 250	-----	-----	218, 310
Copper .....	2, 800	3, 800	-----	-----	86, 850
Drugs .....	2, 200	18, 200	21, 600	-----	242, 750
Hides .....	2, 250	34, 500	23, 700	-----	257, 780
Indigo .....	-----	-----	22, 000	-----	279, 750
Iron and iron works .....	10, 400	20, 005	9, 190	\$1, 260	193, 405
Manufactures .....	-----	-----	-----	-----	928, 020
Matches .....	-----	-----	-----	-----	13, 160
Metals (zinc, tin, lead) .....	10, 400	20, 025	300	-----	169, 705
Paper and paper works .....	9, 550	1, 050	-----	-----	70, 630
Petroleum .....	-----	-----	-----	-----	67, 750
Provisions .....	2, 500	30, 570	11, 700	-----	101, 505
Rice .....	-----	-----	2, 100	-----	13, 500
Silk and silk works .....	-----	100, 250	25, 900	-----	924, 070
Spirits .....	4, 950	6, 765	1, 500	-----	117, 900
Sugar .....	1, 000	5, 500	40, 100	-----	207, 855
Tobacco and tobac .....	-----	72, 400	85, 200	-----	157, 600
Various .....	13, 900	105, 600	45, 900	1, 250	360, 750
Total .....	245, 720	508, 545	332, 490	2, 510	5, 116, 855

*Approximate estimate of exports for year ended June 30, 1899.*

Articles.	England and dependencies.	France.	Italy.	Austria-Hungary.	Germany.
Cattle .....	\$8,750				
Cocoons .....		\$398,750			
Corn (wheat, etc.) .....	20,305	87,200	\$113,150		
Cotton .....		4,450	800	\$890	\$450
Crude drugs .....	10,020	130		250	
Galls and yellow berries .....	47,800	22,250	550	2,450	15,960
Hides (tanned and untanned) .....	12,850	135,800		22,400	70,750
Manufactures .....	4,560	3,000		1,500	
Oil (butter) .....	6,500	350		350	
Olive oil .....	6,450	300		400	
Ores (copper) .....	88,750				
Orange and citron .....	2,625				
Pistachio .....	2,220	4,450	420	500	
Provisions .....	2,250	450	120	1,500	400
Raisins and figs .....	100	1,500	800	800	5,520
Soap .....	150				
Tobacco .....	150				
Tragacanth .....	9,725	2,750	1,700	8,850	5,750
Various .....	4,550	18,960	6,250	2,600	3,550
White of egg .....	500	59,500	580	2,250	2,750
Wool .....	3,000	300,500	189,050	250	200
Total .....	22,755	1,031,830	262,420	44,480	105,670

  

Articles.	Russia.	Turkey.	Egypt.	United States.	Totals.
Cattle .....		\$62,500			\$71,250
Cocoons .....		26,400			416,150
Corn (wheat, etc.) .....		34,750	\$9,545		264,860
Cotton .....		26,750			32,530
Crude drugs .....		4,850			14,750
Galls and yellow berries .....		43,200	4,725		136,425
Hides (tanned and untanned) .....		89,250	9,050	\$4,017	\$44,117
Licorice .....				402,846	402,846
Manufactures .....		833,050		2,321	844,431
Oil (butter) .....		130,100	122,500		250,800
Olive oil .....		24,250	15,250		46,650
Ores (copper) .....					88,750
Orange and citron .....					42,520
Pistachio .....	\$15,350	24,545			42,520
Provisions .....		43,645	36,425		88,010
Provisions .....		22,750	10,125	281	37,876
Raisins and figs .....		15,750	30,900		54,870
Soap .....		26,675	400		26,225
Tobacco .....		3,000	10,400		13,550
Tragacanth .....		15,050	30,050		73,375
Various .....		85,800	20,805	689	98,194
White of egg .....					65,580
Wool .....		87,400		79,274	559,674
Total .....	15,350	1,496,215	300,175	489,428	3,972,823

Owing to the good crop this season, the price of grain is now about \$1.40 per bushel and there are hopes of a further reduction.

W. F. WALKER, *Vice-Consul.*

ALEXANDRETTA, *August 1, 1899.*

#### BEIRUT.<sup>1</sup>

The commercial situation in my district has changed only slightly during the last year. The most notable new features are the establishment of direct steamship connections with New York, the inauguration of a "sample room" in Beirut (an exposition in miniature of

<sup>1</sup> In reply to circular of July 10, 1899.

American goods), the resumption of building operations on the Syria-Ottoman Railway, and the rapid growth of exports from Damascus to the United States. These features may seem quite important, and will, I believe, prove stepping stones to a satisfactory development of the trade between the United States and Syria. But as yet, the improvements alluded to are only the embryo of a promising work. The direct steamship facilities depend upon a more liberal support on the part of American manufacturers and Syrian exporters for maintenance. The sample room calls for a larger collection of samples and more faith on the part of American exporters in the Levantine markets. The Haifa-Damascus Railway (Syria-Ottoman Railroad Company) has not reached the Jordan yet; and the Damascus exports to the United States are mainly interesting for the hopes they inspire of increased American imports into this, the largest city in Asiatic Turkey. We are, in short, still in the experimental stage of proceedings, but are pushing steadily onward.

#### GROWTH OF TRADE.

Local commission agents manifest a new-born interest in American manufactures, which bids fair to yield gratifying results, in spite of the difference in terms of payment between American and, for instance, German export houses. Last year, sewing machines constituted the only important item of import from the United States to this market.

To-day, Minneapolis flour and Milwaukee beer have also a foothold here, and canned provisions, mechanics' tools, and kitchen utensils of American make are appearing quite conspicuously in Beirut stores and shops. While heretofore all United States goods imported into this city (except some 75 tons annually of miscellaneous articles for the missionaries and their families) have been bought in Liverpool, Hamburg, or other European centers of trade, for which reason it has been impossible to ascertain even approximately the extent and value of this trade, local merchants are now trying to form direct connections with American firms. Direct dealing is the key to the situation.

#### TRANSPORTATION FACILITIES, FREIGHTS, ETC.

The following extract from a German trade publication, shows that Germany is alive to the importance of the markets of the Levant and to the necessity of direct, quick, and cheap transportation facilities:

It was decided last year by the German Steamship Company for the Orient (as we announced in our October issue) to dispatch steamers direct from Hamburg to the Levant without having them complete their cargoes at Antwerp, as was formerly the case. This change has gained them a whole week on each trip and greatly encouraged exportations. The new steamers of this line make Malta in nine days, Piræus in eleven, Smyrna in thirteen, Constantinople in fifteen, and Odessa in twenty days. One of these special steamers leaves Hamburg the last day of each month. Since the introduction in Germany of reduced direct rates (in consequence of an agreement between the German state railways and the Levant line of steamers) the freights on goods for the Orient via Hamburg are lower than those from other European ports, Trieste for instance, and the only remaining obstacle, the length of the journey, has now been removed by the rapid monthly steamers.

#### UNITED STATES STEAMSHIP SERVICE.

Since the beginning of this year Barber & Co., of New York, have been running direct boats for Greece and the Levant every four weeks

(due in a large measure to the efforts of Consul-General Dickinson, of Constantinople), and this service should command the undivided support of all concerned, in the absence of American vessels. Barber & Co. have occasionally dispatched a direct boat to Beirut. The *Stalheim* left here only a few days ago, after discharging some 800 tons of material and supplies for new buildings now in course of erection in connection with the Syrian Protestant College (American), homeward bound via Smyrna, Constantinople, and Salonica. I am confident we shall be able, sooner or later, to organize things so as to be able to offer sufficient inducements for a Barber & Co. steamer to call on the Syrian coast regularly at intervals of about six weeks. To attain this result (pregnant as I believe with great possibilities) the hearty support of American exporters is earnestly solicited.

Freight rates are no longer prohibitive. They have been considerably lowered of late years. But while this is very important, it also means much to the merchant whether his goods spend six months in transit (suffering damage from transshipments) or are sent through by direct route, carefully handled, in twenty-five days.

The Prince Line rates for New York, Boston, and Philadelphia are:

Oriental goods, cottons and silks, wooden and copper work, glassware, etc., per ton (40 cubic feet) .....	\$9.72
Wool in bales, provisions, spirits, etc., per ton (1,000 kilograms) .....	14.58

Barber & Co. will no doubt do better than this. Their rates for incoming freight in the case of the last shipment by the *Stalheim* averaged \$7.90 per ton. As to freight charges, Consul Doyle reported only two years ago (October 14, 1897) as follows:

The average freight rate per ton from Beirut to New York is \$12.20 per ton, while \$17.50 is the average rate from New York to any Syrian port.

#### AMERICAN SAMPLES IN SYRIA.

To facilitate the introduction of American manufactures, I have arranged with the old commission house of Fr. Wehner in Beirut for a sample room in connection with their establishment, in which samples of American goods will be exclusively displayed. I desire again to call the attention of exporters at home to this trading agency. As suggested in my special report, dated June 20, 1899,<sup>1</sup> samples should, as far as practicable, embrace the following articles: Flour, iron, petroleum, lumber, mechanics' tools, kitchen utensils, carriage springs, hardware (nails, screws, locks, etc.), pumps, windmills, and hydraulic rams for irrigation, lamps, clocks, furniture (chairs, desks, and iron bedsteads), cotton goods (cheap and showy prints, and heavy cloth for tents, awnings, sails and shoes), canned provisions and prepared cereals, patent medicines, paints, leather and saddlery, paper (print, packing, and stationery), shoes and slippers, crockery, bicycles, toys, and notions.

Samples sent to Beirut will also be displayed from time to time in Damascus, Tripoli, and other cities of Syria and Palestine in which Mr. Wehner has branch houses and agents.

<sup>1</sup>See Advance Sheets of Consular Reports, No. 523, September 8, 1899; Consular Reports, No. 230, November, 1899.

## GERMAN RAILWAY PROJECT.

In my last annual report<sup>1</sup> I spoke somewhat at length of the forces which are at work in Syria, gradually opening up this country to Western civilization and commerce. There is no denying that Turkey in Asia distinctly feels and more and more readily responds to these influences. It may surprise the reader, but it is nevertheless true, that an American corporation is seriously contemplating the introduction of electric lights and electric street railways in Beirut and Damascus.

Perhaps the most important project now on the tapis in these regions is the extension of the Anatolian Railway into Mesopotamia,<sup>2</sup> with a Persian Gulf terminus; and although this undertaking as yet only indirectly affects my consular district, a few remarks thereon may not be amiss in this connection. It is a German scheme and one which bids fair to succeed. The German commercial world is deeply interested in reaching out for new markets in western Asia, and has hailed with evident gratification the consummation of various enterprises tending to draw Berlin and Constantinople closer together. The following extracts from German magazines correctly present, I believe, the German view of the situation:

The coming century will probably witness the appearance of a Pan-America, and will, as a result of its exclusive policy, direct European trade toward the enormous and prolific East. A continuation of the Anatolian Railway, via Angora, Kaisari, Kharput, and Bagdad, to the Persian Gulf is at the head of the programme. As at one time the deviation of trade toward the New World laid Asia Minor waste, so its new march from central Europe toward the East will cause the countries of western Asia to thrive and flourish. In order to preserve the proper balance of power, the lines of communication via Anatolia to Mesopotamia would have to come under German influence, as Russia commands the Siberian and Caucasus railroads, and England controls the Suez Canal. The railroad recently built with German capital from Uesküb through Macedonia to Salonica shows that we are determined to plant a firm foot on the trade routes to the East.—[Dr. Grothe in the *Kritik*.]

Farther still than the Red Sea, the Indian Ocean pushes itself toward the north in the Persian Gulf and makes a great cleft in western Asia, where of late the heart of the continent has commenced to beat. The history of this expanse of water reaches far into antiquity. As early as in the days of Alexander the Great, merchant vessels spread their white wings on this gulf, which formed an important part of the great highway of trade between Europe and India. \* \* \* The broad valleys of Mesopotamia once constituted a grand empire, whose cities harbored millions of inhabitants. To-day, the palms sound plaintive notes as they wave their majestic leaves over the ruins of an ancient civilization, long ago dead and gone. But the time is not far distant when Mesopotamia will change, as formerly, into one great garden. \* \* \* Because they acknowledge the Persian Gulf as the main door to the ocean, it has long been the standing cry in the dominions of the great Tsar, "On to the Persian Gulf!" \* \* \* The Persian Gulf and the adjoining countries, which for centuries have hardly made known their existence, must of necessity, because of their close contiguity to much trodden commercial paths of the living world, into the midst of which they will soon find themselves transferred, awaken from their long sleep and actively participate in outside affairs.—[Maj. Otto Wachs in *Deutsches Adelsblatt*.]

It took a long time before people in Germany reached the point of earnestly considering the extension of the Anatolian Railway into the territory of the Euphrates and the Tigris and on to the Persian Gulf. Now, a commission with Von Kapp at its head has been selected to proceed to the scene of action. Gott sei Dank! We have finally got that far! \* \* \* "He who holds the Euphrates and the Tigris, to him belongs the control of western Asia." Of this, the powers that be in Con-

<sup>1</sup> Commercial Relations, 1898, Vol. I.

<sup>2</sup> See footnote, p. 977.

stantinople are aware, and naturally, being suspicious of Russia and England, they will prefer to intrust to the Germans, on whose loyalty they can count, the necessary railroad operations in those regions. \* \* \* The credit for having fixed Germany's attention on Mesopotamia is due largely to Prof. Dr. A. Sprenger, ex-director of the Mohammedan high school at Calcutta, who made a deep impression on public opinion by his brochure (1886): "Babylonia, the richest land of old and the most promising field for colonization of the present age." \* \* \* On account of the fertility of its soil and its favorable climatic conditions, Mesopotamia has from olden until quite recent times, i. e., until it ceased to be the principal trade course to India, played a leading part in Asia. Its rich alluvial soil enjoys the advantage of two Niles, the Euphrates and the Tigris, the largest rivers in western Asia. In ancient times a perfect system of canals, which at the same time prevented destructive floods, distributed the river water over the whole country and made it a real Eden in which the industry of men was rewarded by enormous crops. Since the fall of the Caliphate of Bagdad the canals have been neglected, and now a large portion of this beautiful land is an arid waste, everywhere strewn with relics of its first bloom, while another portion has been transformed into dingy morasses. \* \* \* If Mesopotamia is to be restored to civilization, a thorough colonization is necessary. As in Holland, so in this instance the productiveness of the soil depends on human enterprise. \* \* \* The Turkish Government would not only reap incalculable material benefits (in the way of taxes, etc.) by drawing on Germany for these colonization forces, but it would also by such a course greatly strengthen itself politically.—[Der Orient, July, 1899.]

#### JEWISH COLONIZATION.

While these tendencies are at work north and east of this district, stimulating the planning and building of railroads from points near Beirut to beyond the desert, such as the Haifa-Damascus-Bagdad Railway (now under construction by a British syndicate) and the Tripoli-Homs-Aleppo-Euphrates Railway (built on paper by a Russian consortium), Palestine on the south is receiving a large influx of Jews bent on redeeming the Holy Land industrially and otherwise. At the meeting of the Third Annual Zionist Congress, recently held at Basel, it was resolved to devote all available funds of the Jewish Colonial Bank to the promotion of emigration to Syria and Palestine. This agitation makes for the development of a country which is but a shadow of its former self, which will respond generously to modern influences.

While things move slowly in this part of the world, I am of the opinion that the Syrian and adjacent markets are well worth the attention of American exporters. Vigorous and concerted efforts should be made by merchants and manufacturers who wish to enter these fields for the establishment of commercial agencies in the principal cities, abundantly supplied with samples. This, I consider the first step necessary to be taken.

I inclose herewith the usual commercial statistics and also reports from the consular agencies subordinate to this office.

G. BIE RAVNDAL, *Consul*.

BEIRUT, *September 25, 1899.*

*Imports at Beirut, Syria, for the year ended June 30, 1899.*

Description.	Quantity (American measure- ment).	Value entered (American dollars).	Amount of duties.	Countries whence imported.
			<i>Per cent.</i>	
Cape .....		122,000	8	Austria, Germany.
Chinese silk .....	52,800	97,200	8	China.
Coal .....	16,000	117,000	8	England and France.
Coffee .....	1,888,260	197,000	8	Yemen, England, and France.
Copper and brass .....	544,170	131,000	8	France, England, Austria, and India.
Cotton goods and cloth .....		400,000	8	Germany and France.
Drugs and groceries .....		180,000	8	Europe and United States.
English and other woollens .....		381,000	8	England, France, Austria, Germany, Belgium.
Glassware and earthenware .....		123,000	8	Do.
Hardware .....		167,600	8	Do.
Indigo .....	243,800	207,300	8	India.
Iron and steel .....	5,808,220	98,580	8	England, Belgium, Sweden.
Leather and morocco .....		463,900	8	France, Russia, Germany, United States.
Manchester goods .....		3,042,500	8	England.
Petroleum .....	129,694	119,318	8	Russia.
Rice .....	12,171,610	277,300	8	England, Italy, Egypt, Japan.
Silk goods .....		346,500	8	France.
Stationery .....		85,000	8	France, Austria.
Sugar .....	9,272,670	307,600	8	France, Austria, Egypt.
Timber .....		148,900	8	Anatolia and Danubian principalities.
Miscellaneous .....		2,009,062	8	Various countries.
Total .....		8,971,700		

*Exports from Beirut, Syria, for the year ended June 30, 1899.*

Description.	Quantity (American measure- ment).	Value, in- cluding costs and charges (American dollars).	Countries whither exported.
Apricot kernel .....	550,000	46,800	France, Austria.
Cotton goods .....		100,000	Egypt, Turkey.
Oriental tissues .....		90,000	United States, France, and Egypt.
Raw silk .....	762,960	3,086,500	France.
Silk goods and inlaid woodwork .....		91,000	Egypt, Turkey, Europe.
Soap .....	293,370	16,200	Egypt.
Tobacco .....	354,134	27,600	Do.
Wool .....	1,212,860	108,600	United States, England, France, and Italy.
Miscellaneous .....		499,700	Various countries.
Total .....		4,061,400	

*Imports and exports between Beirut, Syria, and the United States for the year ended June 30, 1899.*

Articles.	Imports, value.	Exports.	
		Amount.	Value.
		<i>Tons.</i>	
Antiquities .....			\$115.25
Bitumen .....		182,909	8,094.74
Books and stationery .....	\$982.00		
Cotton lace .....		16,894	15,168.78
Drugs .....	270.00		
Lamps .....	175.00		
Licorice root .....		680,000	10,168.78
Lumber .....	219.00		
Olive oil, provisions, and oriental sundries .....	1,216.00		15,566.54
Salted skins .....			1,637.80
Sewing machines .....	45,000.00		
Wool .....			52,162.50
Miscellaneous .....	8,880.00		
Total .....	51,742.78		102,898.84



*Declared value of exports from the consular district of Beirut, Syria, to the United States during the four quarters of the year ended June 30, 1899.*

Articles.	Quarters ending—				Total for the year.
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.	
Bitumen.....	\$797. 21	\$792. 87	\$5,864. 68	\$639. 98	\$8,094. 74
Cotton lace.....	3,386. 70	2,094. 34	4,492. 91	5,189. 38	15,163. 78
Glass antiquities.....	115. 25				115. 25
Licorice root.....			10,158. 78		10,158. 78
Olive oil, provisions, and oriental sundries.....	4,819. 44	6,259. 64	1,676. 71	2,809. 75	15,565. 54
Salted skins.....	492. 63	1,145. 17			1,637. 80
Wool.....	3,587. 51	288. 72		48,836. 07	52,162. 50
Total.....					102,896. 34

*Navigation at the port of Beirut, Syria, for the year ended June 30, 1899.*

Flag.	From—	Entered.					
		Steamers.		Sailing vessels.		Total.	
		Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.
Austrian.....	Trieste to Constantinople ..	103	142,863			103	142,843
Egyptian.....	Alexandria to Mersine.....	107	110,391			107	110,391
English.....	Liverpool to Syrian coast ..	167	139,483			167	139,483
French.....	Marseilles to Constantinople ..	154	272,983			154	272,983
German.....	New York to Syria.....	8	8,506			8	8,506
Greek.....	Mediterranean.....	20	5,057	21	6,811	41	11,868
Italian.....	do.....	12	9,606	6	1,175	18	10,781
Norwegian.....	do.....	2	2,069			2	2,069
Ottoman.....	do.....	84	49,789	1,867	37,871	1,951	87,660
Russian.....	Odessa to Alexandria.....	54	16,321			54	16,321
United States pleasure yachts.	New York to Syria.....	2	560			2	560
Total.....		708	757,608	1,894	45,857	2,602	808,465

Cleared as entered.

### HAIFA.

The following statement shows the trade of Haifa with the United States for the year ending June 30, 1899:

#### IMPORTS.

Mowing machines and hardware.....	\$1,078. 78
Dry goods, oilcloth, and canned goods.....	300. 00
Passenger wagons.....	450. 00
Wagon wheels (unfinished).....	200. 00
Saddlery, hardware, and sailcloth.....	450. 00
Total.....	2,478. 78

#### EXPORTS.

White castile soap.....	\$3,143. 23
Olive oil (salad).....	692. 72
Olive oil, common, and olives.....	205. 20
Wine.....	40. 00
Total.....	4,081. 15

The trade with the United States is the work of the colonists. A small beginning has been made, and with the development of this country it will undoubtedly increase. The bulk of trade is, of course, in European goods; the markets are closer and freights much cheaper

than from the United States. I think, however, that in cotton manufactures, such as sheeting, etc., a trade might be established if American dealers could be induced to make a trial. The English cotton goods, which control the market in this country, are heavily sized, making them appear strong to the unexperienced buyer, and can be sold cheaper than American goods, but the bargain is only apparent, for as soon as the English material is washed it proves to be flimsy and thin. I think a yard of American sheeting will outwear nearly two of the English sheetings sold here, while the price of the former is only about 20 per cent higher. It will take time and perseverance for American manufactures to gain a foothold in this country.

Our hardware and saddlery are beginning to find sale, also sail cloth and oilcloth. If our colonist merchants persevere in introducing American goods, a remunerative trade will result.

#### THE HAIFA-DAMASCUS RAILWAY.

Work on this railway has been going on since the beginning of this year; cuttings have been made where necessary, and embankments where the surface was below the level, so that the body of the road is finished for a number of miles between Haifa and the Jordan. Things are not in order yet at Constantinople; otherwise this work would have been pushed with more vigor. It was intended to have the road open for traffic to the Jordan this fall, but this will hardly be possible, as rails and rolling stock have not yet arrived.

#### CROPS.

The harvest was good in this district, still, the price of wheat and barley is high, as large quantities are shipped to other places. The vintage was unusually good; the grapes were healthy and plentiful, and excellent wine will be produced. The olive crop, however, is almost an entire failure; many villages have none at all and others only a quarter crop. Olive oil has, in consequence, already advanced 25 per cent in price, and may go higher still.

GEORGE SCHEEVER,  
*Acting Consular Agent.*

HAIFA, *September 1, 1899.*

#### ACCA AND HAIFA.

*Imports at Acca and Haifa for the year ended June 30, 1899.*

Description.	Quantity.	Value entered.	Amount of duties (8 per cent).	Whence imported.
	<i>Pounds.</i>			
Coffee .....	402,000	\$55,280	\$4,508	France, Arabia.
Dry goods and hardware .....		362,000	28,960	United States, England, Germany.
Lumber .....		91,000	7,280	United States, Greece, Austria, Roumania.
Machinery, harvesting .....	}	109,600	8,768	United States (via Hamburg).
Machinery, mills, steam pumps .....				France, Germany.
Rice .....		48,000	3,840	India, Switzerland, Italy.
Sugar .....		48,000	3,840	Austria, France.
Tiles .....		215,000	17,200	France, Italy.
Various other articles .....		250,000	20,000	Europe.
Total .....		1,179,880	94,391	

A small quantity of pitch pine was imported from the United States via Alexandria.

*Exports from Acca and Haifa for the year ended June 30, 1899.*

Description.	Quantity.	Value, including costs and charges.	Whither exported.
Barley .....	pounds.. 5,630,000	\$42,225.00	Egypt, Greece.
Beans .....	do... 890,000	4,680.00	France.
Durrah (maize) .....	do... 28,000,000	207,000.00	Do.
Olive oil: a			
Refined .....	gallons.. 684.7	713.30	United States of America.
Not refined .....	2,750,000	19,250.00	France.
Pease .....	620,000	6,200.00	Do.
Sesame .....	6,280,000	249,200.00	Do.
Soap, white castile b .....	pounds.. 36,981	3,141.28	United States of America.
Wheat, from Hauran .....	50,000,000	700,000.00	France, Italy, Turkey.
Wine, carmel claret c .....	gallons.. 12,200	4,880.00	Germany, Egypt, United States.
Wool, sheep .....	190,000	13,300.00	France.
Total .....		1,260,589.58	

In the absence of official statistics, the above figures, with the exception of a, b, and c, are mere estimates.

*Navigation at the port of Haifa for the year ended June 30, 1899.*

## ENTERED.

Flag.	From or to—	Steamers.		Sailing vessels.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
Austrian .....	Trieste to Trieste .....	110	*170,000	12	*2,000	122	172,000
English .....	Alexandria to Mersina and Liverpool .....	32	51,000	.....	.....	32	51,000
French .....	Marseilles .....	23	6,000	16	3,500	39	9,500
German .....	Kiel to Jaffa .....	4	30,000	.....	.....	4	30,000
Ottoman .....	Greece and Constantinople .....	19	28,000	96	7,000	115	35,000
Others .....	Egypt and Italy .....	8	12,000	25	3,600	33	15,600
Total .....	.....	.....	.....	.....	.....	345	312,100

## CLEARED.

Flag.	From or to—	Steamers.		Sailing vessels.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
Austrian .....	Trieste to Trieste .....	110	150,000	20	3,000	130	153,000
English .....	Alexandria to Mersina and Liverpool .....	32	46,000	.....	.....	32	46,000
French .....	Marseilles .....	23	35,000	23	8,000	46	43,000
German .....	Kiel to Jaffa .....	4	30,000	.....	.....	4	30,000
Ottoman .....	Greece and Constantinople .....	19	43,000	120	9,000	139	57,000
Others .....	Egypt and Italy .....	8	15,000	25	4,500	33	19,500
Total .....	.....	.....	.....	.....	.....	364	343,500

\* About.

## DAMASCUS.

A report on the commerce of Damascus must of necessity be of a restricted nature. No official statistics are obtainable, and even if they were they would be valueless, as the exports and imports are included in the statistics of Beirut, the port of this city.

The estimates of exports given by merchants differ so widely that the only way to arrive at any result is to strike the average. In addition to this difficulty, Damascus is not in the proper sense of the term

a commercial city; it is more an industrial and agricultural center, especially since the Bagdad trade has been lost through the opening of the Suez Canal.

The approximate total of exports for this year was \$2,200,000, consisting principally of native silk and cotton fabrics, brass and inlaid work, skins, wool, guts, ropes, rugs, dried apricots, raisins, etc. Of these articles, \$134,217 worth was exported chiefly to New York, viz:

Oriental goods .....	\$69,470
Provisions .....	458
Rugs .....	2,979
Wool .....	61,310
Total .....	134,217

This amount exceeded that of the past year by \$16,029. The rest of the exports were shipped to England, France, Germany, Italy, Austria, and other countries.

There was a decrease of about 20 per cent in the harvest of cereals and fruits, on account of the insufficiency of the rainfall in the past year, but the high prices covered the deficit and rendered the season profitable.

The total value of imports was nearly the same as in the past year—that is, about \$3,000,000—consisting, principally, of cotton yarns, cotton prints, woolens, silk and cotton fabrics, sugar, rice, copper, brass, leather, hardware, earthenware, glassware, drugs, etc., from the countries above mentioned, and petroleum from Russia.

No articles have been imported directly from the United States, the reasons being: First, the dearness of the American goods. Cheapness is necessary for the Syrian market, and quality is not considered. American petroleum, for instance, has for many years been replaced by that from Russia. Second, the long distance between the two countries and the lack of direct steamship facilities.

Manufacturers in France and Germany occasionally send here special agents to trade through resident representatives, and in this way they keep up or increase their commercial relations with this country.

The year's trade in exports has increased, on account of a greater demand for the Damascus goods from the United States, from Europe, and from other parts of Turkey. In imports, it was the same as in the past year.

NASIF MESHAKA, *Consular Agent.*

DAMASCUS, *October 21, 1899.*

*Exports from Damascus to the United States for the year ending June 30, 1899.*

Articles.	Exports to the United States.	
	Amount.	Value.
Oriental goods.....	{ cases.. 473 }	\$69,469.99
Provisions .....	{ bales.. 128 }	
Rugs .....	barrels.. 17.1	458.60
Wool .....	bales.. 17	2,973.85
	do.. 1,494	61,809.34
Total .....		134,216.78

## TRIPOLI.

Hamath is situated 153 kilometers (95 miles) northwest of Tripoli. On the Government books there are 63,000 names, and it is safe to augment this number by at least 5,000, so we may say there are about 68,000 inhabitants. About two-thirds are Moslems, the remainder Christians. The latter are miserably poor, living a "from-hand-to-mouth" existence. The trade is mostly of local importance. About the only exports are grains of various kinds and the surplus product of some 3,200 handlooms. By far the greatest industry here is the manufacture of bath towels made of cotton and of silk and cotton mixed. The other manufactured articles are boots and shoes, saddles for camels and horses, a coarse cotton cloth, saddlebags, and tent cloth made of goats' hair. Rope is made in considerable quantities from wild flax. It is, however, of inferior quality. The imports consist of cotton thread from England and Austria, to the amount of 400,000 kilograms (881,800 pounds) during the past year; skins, goat, sheep, and cattle; kerosene oil; sugar and rice; hardware and cheap crockery, and dyestuffs. Owing to the conservative character of the people, especially the Moslems, the principal merchants, I do not think we can do much to encourage trade with the United States. In conversation with several of the merchants, they said they were willing to buy from the United States if credit were granted, but even then they would not be willing unless they first saw the goods. I have not the least doubt that they would find in the United States an excellent market for the products of their looms, especially towels, which are pretty in design and excellent in quality.

Hums is 93 kilometers (58 miles) east by north of Tripoli. The Government collects taxes on 49,000 people, and no doubt there are at least 10,000 who have not been recorded. The greater part of the latter are Christians. The exports are grain and the product of between 7,000 and 8,000 handlooms. At least three-fifths of the people are directly or indirectly interested in these rude but useful machines. The price of labor is deplorably low, ranging from 2 cents per day for apprentices to 40 cents for skilled weavers. One million yards of silk cotton and cotton and silk cloth have been exported during the past year to Egypt, Tunis, Morocco, and Constantinople. Two hundred thousand yards of silk gauze, used for undergarments, have been sent to Egypt since January 1. Between 400 and 500 men have emigrated to the United States during the past three years. A considerable number work at their trade as weavers in New York, New Jersey, or elsewhere. One manufacturer has sent to his brother, doing business in New York city, through this office and that of Damascus, silk and cotton goods to the value of \$9,000, and he informs me that if this venture succeeds, he will send at least \$25,000 worth during the coming year. Without doubt, if he succeeds, others will go into the business of exportation. The low price of labor, both for men and women, as compared with that of Damascus and Aleppo, will make Hums an important competitor in the race for American markets. Cotton thread from England, France, and Austria, and silk thread from France, India, Japan, China, and the Lebanons, are imported in large quantities. Other imports are rice, sugar, coffee, kerosene, oil, lumber, calico (prints), muslin, bleached and unbleached, dyestuffs, chairs, and hardware. It seems to me that there is an opening for American goods at Hums, but an enterprising, pushing man is needed or the effort would fail at the very

beginning. Cotton thread, calico, all kinds of muslin, bleached and unbleached, hardware, pumps, especially force pumps, and the kind known as cheap cistern pumps, might sell. Cheap chairs are in great demand, being a new thing in this interior city.

During the past year, large quantities of cheap sweet crackers have been imported from England and Italy, and 700 five-pound boxes of cheap confectionery have been imported from Liverpool.

Tripoli is the coast city and entrance for Hums and Hamath. All imports and exports for these cities come and go through Tripoli. The principal exports from the city and surroundings are soap, silk, oranges, and lemons. Between 5,000 and 6,000 emigrants have gone to the United States and other countries in the Western Hemisphere since January 1. I am doing all I can to encourage the merchants to import their manufactured articles from the United States. It is slow work, but I trust, by constant effort, we will finally succeed. I have great hopes in the sample room which Consul Ravndal is about to open in Beirut, and it is to be trusted that a branch will be established in Tripoli.

IRA HARRIS, *Consular Agent.*

TRIPOLI, October, 1899.

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#### ERZERUM.

I give below a report on the trade of this consular district for the year 1898. I am much indebted to Mr. Vital Ojalvo, the interpreter, for the data regarding the number of the inhabitants, and the houses of the several departments of the province, which were obtained only with considerable difficulty.

#### GENERAL TRADE OF ERZERUM.

A pleasing increase in the general prosperity of Erzerum is noticeable. The agriculturists, owing to good harvests, have been able to purchase most of the necessities and a few of the luxuries to which for several years they have been unaccustomed. While there is, undoubtedly, much distress in certain localities, in others an appreciable return to the prosperity of ten years ago is noted. There is, as well, a commendable movement among merchants, Christian and Moslem, to adopt new and improved business methods and put themselves into closer relations with foreign manufacturers and exporters. For centuries, they have purchased almost wholly through agents at Constantinople, and the more venturesome, perhaps, have made an annual pilgrimage to the capital to renew their depleted stock. Constantinople has not kept up with the times; the merchants there have bought the same old line of goods and supplied the provinces with what they could not sell themselves. A year ago an Armenian went to the United States, visited the principal cities on the Atlantic coast, and entered into relations with certain firms. He now imports a line of American goods, particularly remnants, which sell as soon as the bill of lading is received. A Turkish merchant, leaving his country for the first time, visited England, Germany, and France, made satisfactory arrangements with certain firms in those countries, and is now doing an exceedingly good business. Catalogues, even illustrated,

convey no information to the Asiatic mind. It does not understand perspective. Buyers, before they will order, must touch and feel and carefully weigh and consider the article to be purchased. In buying a loaf of bread, costing, perhaps, half of a cent, I have seen a venerable graybeard toss it up, turn it over, then toss it up again, weigh it in his hand a dozen times, feel it, punch it, lay it down, pick it up again, again toss it, again turn it over, lay it down, and go away and pick and turn and toss a dozen other loaves at a dozen other shops, then return to the first loaf and toss and weigh and punch, lay down his half a cent, and pinch and weigh this poor loaf on his way homewards, wondering if he has been cheated. For such a man a catalogue will not answer. The thing must be seen before it is purchased. The only practicable way of establishing the excellence of American goods in the mind of the merchant of this country is for trade associations or commercial corporations to open sample houses in the trade centers of the several provinces. This plan, if sensibly carried out, should result in time in a great increase of American imports. There are thousands of household utensils made in the United States which would have a large sale could they but be seen. There is not an article of every-day use in the homes of this country that is not made cheaper and far better at home. But few things are made of wood, and nothing of tin. Copper vessels are used, and they are heavy, clumsy, badly made, and very dear. My apology for a bath tub, just large enough to squeeze into and to get half of myself mildly wet, is of copper and cost me \$6. I introduced clothespins which, unfortunately, so completely caught the fancy of my neighbors that they now adorn their clotheslines instead of my own.

The total volume of trade for the year 1898 amounted to \$1,947,675. The imports were valued at \$1,154,975, and the exports at \$792,700. This is a slight gain in imports over 1897, but a decrease in exports of nearly \$35,000. The imports from the United States amounted to \$14,280, made up as follows: Hardware, \$660; locks, \$20; scissors, \$150; lamps, \$500; petroleum, \$100; sewing machines, \$1,500; rubber shoes, \$400; watches, \$2,000; calico, \$7,000; clocks, \$300; drugs, \$200; beer, the first importation, \$100; bicycles, \$150, and phonographs, \$200. From England, the principal imports amounted to \$245,250, made up of iron, \$16,500; copper, \$10,750; calico, \$75,000; prints, \$30,000; Manchester goods, \$90,750, and linen and woolen goods, \$22,250. From France, the imports were sugar, \$115,000; coffee, \$14,000; leather, \$15,000. From Russia, petroleum, \$25,000; oxen, \$17,000; sheep, \$25,000.

The exports were mostly to Russia, consisting of wheat valued at \$25,000; furs, \$57,500. To France, the exports were hides, \$48,050, and linseed, \$15,000.

Considering that Erzerum has 42,263 inhabitants, its volume of business can not be thought large. The city, in view of its interior location, is of considerable importance and magnitude. It boasts of a large government house, 2 military schools, 2 boys' and 1 girls' school, 130 religious schools and libraries, 65 mosques, a large military hospital, 23 barracks, a city prison, 11 guardhouses, 3 powder mills, a city watch, a printing office, 5 churches and monasteries, 17 bath houses, 2,735 shops, 7,996 houses, 24 coffeehouses, 11 barrooms, 5 liquor and 16 soap factories, 12 dining rooms, 35 inns, 30 flour mills, 12 candle factories, 33 bake houses, 125 fountains, 800 warehouses, 11 stone bridges, and 9 cemeteries.

The province of Erzerum produces yearly 8,000,000 bushels of barley; 12,000,000 bushels of wheat; 1,290,000 sheep and goats; 95,000 horses and donkeys; 300,000 oxen, cows, and buffaloes. It produces 900,000 pounds of wool, and exports 280,000 skins of sheep and goats.

The total population of the province is—Moslems: Men, 291,126; women, 236,620; total, 527,746. Armenians and Gregorians: Men, 48,307; women, 46,121; total, 94,428. Armenian Catholic: Men, 4,299; women, 4,165; total, 8,464. Armenian Protestants: Men, 288; women, 346; total, 634. Greeks: Men, 1,682; women, 1,719; total, 3,401. Foreigners: Men, 121; women, 97; total, 218. Grand total, 634,891.

The total revenue of the province for 1898 was \$1,057,158, collected from the following sources:

Military exemption tax .....	\$101,413
Land tax .....	153,781
Tithes .....	507,465
Forests .....	7,640
Mines .....	176
Trade licenses .....	25,708
Sheep tax .....	210,214
Deeds, etc. ....	12,033
Judicial fees .....	10,088
Other sources .....	28,647

This was expended as follows:

For the several courts .....	17,364
Department of finances .....	49,335
Forest administration .....	3,948
Gendarmery .....	148,360
Police .....	15,487
General government expenses .....	171,838
Total .....	406,332

The balance of \$650,826 goes to pay the quota of the province for the support of the army, navy, the Sultan's civil list, and for the palace.

The receipts from customs, etc., were:

Customs .....	\$59,568
Tobacco regie .....	63,040
Telegraph administration .....	97,288
Post-office .....	23,997
Public debt .....	182,206
Total .....	426,099

The last-named revenue is derived from salt, the stamp tax, and the tax on alcohol.

The following information, regarding the number of houses, inhabitants, and the industries of the several departments, cantons, and communes of the province, may be of some interest.

#### COMMUNE OF ILIJA.

This commune has a population of 16,700; Moslems, 12,561, and Armenians, 4,139. The town of Ilija is locally famed for its mineral baths and is quite a summer resort. It has 35 mosques, 10 churches and monasteries, 11 shops, 9 inns, 2 bakeries, 18 flour mills, 45 fountains, and 100 warehouses. The greater part of the population is engaged in farming. The commune manufactures kilims, stockings, and bags.



## COMMUNE OF ASHKALEH.

This commune has a population of 18,563, of which 17,751 are Moslems and 812 Armenians. It supports 40 mosques and religious schools, 3 churches, 29 shops, 28 inns, 5 bakeries, 100 fountains, and 30 mills.

## CANTON OF TERDJAN.

This canton contains a population of 30,804, consisting of 24,948 Moslems, 5,583 Armenians, and 273 Greeks. The houses number 5,084. In the canton are 67 mosques and religious schools, a preparatory school, a government house, a barrack, 35 churches and monasteries, a telegraph office, a bath house, 14 inns, a coffee house, 85 shops, 3 bakeries, 140 flour mills, and 51 fountains. It has a mineral spring, which appears, however, but every third year. Its powers are then said to be miraculous. The products of the canton are rugs, kilims, bags, and stockings.

## DEPARTMENT OF ERZINGAN.

This department, about 96 miles southwest of Erzerum, is the headquarters of the fourth army corps. Erzingan has jurisdiction over 5 communes. Its population is 56,221. Of this number, 42,887 are Moslems, 13,093 are Armenians, and 241 are Greeks. It has 10,308 houses, 210 mosques, 24 religious and 2 preparatory and 4 girls and boys' schools, 35 churches, a government house, several large barracks, 1,533 shops, 48 coffee houses, 8 bath houses, 21 fountains, 18 bakeries, 8 barrooms, 150 flour mills, a military hospital, a cloth factory, 2 tanneries—1 for the military and 1 for the people—a telegraph office, 2 powder factories, 2 guardhouses, 11 dyehouses, 195 warehouses, 3,900 vegetable and fruit gardens, 985 vineyards, and 140 fields. It makes rugs, kilims, cloth, and prints. The climate is good, and the city itself is surrounded by vineyards and gardens.

## CANTON OF KEMAHK.

Kemahk is a canton of Erzingan, and contains 3,480 houses with 20,184 inhabitants—15,245 Moslems, 4,366 Armenians, and 573 Greeks. This canton has jurisdiction over 3 communes. There are 27 mosques, 24 schools for boys, 10 churches, a government house, 5 inns, 217 shops, a bath house, 3 bakeries, 34 flour mills, a telegraph office, a barroom, 5 vineyards, 250 vegetable and fruit gardens. It makes gloves, shawls, woolen stockings, rugs, and kilims.

## CANTON OF PLUMER.

This canton, with jurisdiction over 2 communes, lies 30 miles from Erzerum and contains 1,864 houses with 7,470 inhabitants, divided into 7,035 Moslems and 436 Armenians. It has 12 mosques, a boys' school, a government house, barracks, a telegraph office, 4 churches, 4 shops, a bakery, and 40 flour mills. It has, also, quite extensive forests.

## CANTON OF REFAYE.

Refaye, with jurisdiction over 3 communes, is 48 miles from Erzingan. It contains 3,568 houses with a population of 25,268; Moslems,

23,268; Armenians, 821, and Greeks, 1,179. There are 58 mosques and religious schools and four boys' schools; 13 churches, a government house, 6 inns, 63 shops, a coffee house, a telegraph office, a bakery, 130 flour mills, and 12 print factories. It manufactures rugs, kilims, and shawls.

#### DEPARTMENT OF BAYAZID.

Bayazid has jurisdiction over the four cantons of Diadin, Tutak, Karakilissa, and Alasgird. The city lies some 148 miles from Erzerum and has 1,665 houses and a population of 17,973, composed of 15,639 Moslems and 2,334 Armenians. It has a government house, 5 mosques, 2 religious schools, 4 churches, a bath house, 21 inns, 194 shops, 5 coffee houses, 7 bar rooms, 30 flour mills, a bakery, 3 tanneries, 13 fountains, 17 vegetable gardens, and 2,500 fields.

#### CANTON OF DIADIN.

This canton, 20 miles from Erzerum, is the headquarters of the 10th battalion of Hamidieh cavalry. It has jurisdiction over 3 communes and contains 1,731 houses, with a population of 11,395—Moslems, 11,060, and Armenians, 335.

#### THE COMMUNE OF OVADJIC.

This commune, 24 miles from Erzerum, has a population of 7,658, all Moslems, living in 1,130 houses. It supports 16 mosques and religious schools, 59 flour mills, 40 fountains, 3,700 beehives. It makes rugs and bags.

#### CANTON OF TUTAK.

This canton exercises jurisdiction over 3 communes and has a population of 11,249, composed of 10,999 Moslems and 250 Armenians. The houses number 1,506. There are a government house, 4 mosques, a military school, 20 religious schools, a church, 39 shops, 3 inns, 22 flour mills, 3 fountains. The people manufacture kilims and rugs.

#### CANTON OF KARAKILISSA.

This canton is on the highway from Erzerum to Persia, and lies 64 miles from the frontier. It is the residence of the 3d, 5th, and 6th battalions of Hamidieh cavalry and of the 19th battalion of regular cavalry. It has 1,449 houses and a population of 12,218, of which 10,529 are Moslems and 1,689 are Armenians. There are 2 boys' schools, a mosque, a church, 70 shops, 80 warehouses, 4 coffee houses, an inn, a telegraph office, 3 bakeries, 33 flour mills, 85 fields, and 21 fountains. Its inhabitants make kilims, rugs, woolen stockings, and shawls.

#### CANTON OF ALASGIRD.

The government seat of this canton is at Ashkala, which is also the headquarters of the 4th battalion of Hamidieh cavalry. Alasgird has 2,768 houses and a population of 22,752, consisting of 19,064 Moslems and 3,688 Armenians. It has 3 mosques, 3 religious and 1 boys' schools, a telegraph office, 7 churches, 22 shops, 5 coffee houses, 46 flour mills, 8 fountains, and 540 fields.

## CANTON OF PASSIN.

This canton is 20 miles from Erzerum, and has 7,464 houses and a population of 46,567—39,267 Moslems and 7,320 Armenians. It has jurisdiction over 3 communes. The government seat is at Hasankala. The canton has 174 mosques and religious schools, 2 barracks, a hospital, a prison, 2 powder mills, 50 boys' schools, 22 churches and monasteries, a telegraph office, 396 shops, 65 inns, 10 barrooms, 13 bakeries, 35 flour mills, 55 fountains, and 265 bridges. It manufactures rugs, kilims, woolen stockings, and gloves and shawls.

## CANTON OF NAMERVAN.

The canton has jurisdiction over 3 communes. It has a population of 25,609, of which 24,716 are Moslems and 893 Armenians. The government seat is at Ayd. The canton supports 63 mosques, 41 schools, 2 churches, 37 shops, 3 bakeries, 18 flour mills, 8 fountains, 1,200 beehives, 1,100 warehouses, and 60 fields. It makes rugs, dijims, and shawls.

## CANTON OF KHINOUS.

Khinous consists of 4 communes, and has a population of 27,367 inhabitants, composed of 18,603 Moslems and 8,764 Armenians. The houses number 4,290. It has a government house and a citadel; 13 mosques, 20 churches and monasteries; barracks, a telegraph office, 30 shops, 3 bakeries, 4 barrooms, an inn, 119 flour mills, 179 fountains, 4 bridges, and 237 fields. It manufactures rugs, kilims, woolen stockings, and gloves.

## CANTON OF TORTUME.

The canton is 30 miles from Erzerum and has 5,714 houses, with a population of 25,041; Moslems, 24,067, and Armenians, 974. It has jurisdiction over 2 communes. It supports 58 mosques, a preparatory school and 67 religious schools; 5 churches and monasteries, 45 shops, 8 coffee houses, 7 bakeries, 111 flour mills, 22 fountains, 36 bridges, 6,794 beehives, 8,220 warehouses, and 50 fields. The industries of the canton are the manufacture of stockings, rugs, and shawls. It grows large quantities of vegetables and fruits; more than any other canton in the province.

## CANTON OF KEGHI.

Keghi has 7,747 houses, with a population of 50,016, of which 34,893 are Moslems and 15,123 are Armenians. It supports 27 mosques, 20 religious and 9 boys' schools, a church, 405 shops, a bath house, 7 barrooms, 5 inns, a candle factory, 12 print and 3 paint factories, 6 bakeries, and 350 flour mills. It has 310 fields, 210 fountains, 261 vegetable and fruit gardens, and 5,250 warehouses. It raises some cotton and produces a quantity of walnuts.

## CANTON OF BAYBOURT.

The city of Baybourt has a population of 6,480 Moslems, 1,382 Armenians, and 518 Greeks. With its 4 communes, the Canton contains 55,550 inhabitants; 46,026 Moslems, 9,534 Armenians, and 518

Greeks. Its houses number 9,151. There are 75 mosques and religious schools; 107 boys' schools, 55 churches and monasteries; a powder mill, a telegraph office, 3 bath houses, a drug store, 748 shops, 177 inns, 187 flour mills, 25 bakeries, 160 fountains, a soap, a candle, and a paint factory, 8,700 warehouses, 981 vegetable gardens, and 2,590 fields. It manufactures rugs, kilims, stockings, rifles, and swords.

## CANTON OF ESBER.

This canton contains 5,297 houses, with a population of 35,298 inhabitants, composed of 32,753 Moslems and 2,545 Armenians. It supports 144 mosques and religious schools and 133 boys' schools, 23 churches and monasteries, 500 shops, 5 inns, 178 flour mills, 4 bakeries, and a powder factory. It has 289 fountains, 223 beehives, 800 warehouses, 6,000 vegetable and fruit gardens, and 250 fields. It makes rugs, kilims, bags, and stockings. It has several coal deposits, which have been but little worked.

## CANTON OF KESKIM.

In this canton the population numbers 37,656, consisting of 32,222 Moslems, 774 Armenian Gregorians, 4,612 Armenian Catholics, and 48 Greeks. They inhabit 5,832 houses. There are in the canton large barracks, 78 mosques and religious schools, 50 boys' schools, 16 churches and monasteries, 5 bakeries, 132 shops, 199 flour mills, and 165 fields. It makes kilims, cloth, and stockings, and raises a large quantity of rice.

## CANTON OF MADEN.

The village of Maden is interesting owing to its deposits of coal, with which the authorities had hoped to supply the city, but a commission, appointed from Constantinople, found the quality too poor.

## TRADE OF TREBIZONDE.

The total volume of the trade at this port amounted to \$10,543,700. Of this sum, \$3,753,775 must be credited to the Persian transit trade. The imports into Trebizonde proper were \$4,481,500, and in transit to Persia, \$2,711,750. Exports from Trebizonde amounted to \$2,359,425, and in transit from Persia, \$1,042,025. The principal imports and their values were, viz: Barley, \$41,925; copper, \$112,550; cotton goods, \$1,303,500; crockery, \$20,925; flour, \$166,725; fruit and vegetables, \$32,775; hardware, \$170,650; Indian corn and wheat, \$141,850; leather and shoes, \$147,800; limestone, cement, and tiles, \$13,050; olives, \$26,725; petroleum, \$50,650; rice, \$61,500; salt, \$19,200; soap, \$38,000; sugar, \$371,400; timber and firewood, \$22,300; tobacco, \$96,250; woolen goods, \$405,750; yarn, \$123,200.

The principal imports in transit to Persia were: Cotton goods, \$1,255,325; crockery and glassware, \$52,450; hardware, \$32,075; leather and shoes, \$22,700; matches, \$23,500; metals, \$21,725; sugar, \$54,725; tea, \$353,750; woolen goods, \$564,800, and yarns, \$8,400.

The principal exports from Trebizonde proper were: Beans, \$44,075; cattle, \$684,450; fruits and vegetables, \$18,150; glue, \$19,075; hazelnuts, \$551,700; hides, skins, and furs, \$94,750; Indian corn and bran,

\$34,750; linseed, \$12,000; tobacco, \$432,450; walnut wood and box-wood, \$46,075; wheat and flour, \$38,100.

The principal articles of export coming from Persia were: Rugs, valued at \$490,400; dried fruits, \$52,325; silk stuffs and shawls, \$333,200; wool and cotton, \$1,050.

Trebizonde, it must be understood, is the port of entry for the provinces of Trebizonde, Erzerum, Bitlis, and Van, and for the greater part of the Persian transit trade. Goods are carried to and from Persia by camels.

The total number of vessels entering Trebizonde for 1898 was 9,671, with a tonnage of 661,596. Of this number, 9,169 were sailing vessels and 502 steamers. Of the sailing vessels, 9,143 were under the Turkish flag and 26 under the Russian. Of the steamers, 143 flew the Turkish flag, 120 the French, 106 the Austro-Hungarian, 73 the Russian, 32 the Greek, 2 the Danish, 15 the Italian, and 10 the German. None entered the port under the United States or the British flag. There are eight regular lines of steamers from Constantinople touching at Trebizonde. Two are Turkish, one Austrian, one Greek, two French, one Italian, and one Russian. The trip averages four days, and a first-class passage costs \$18. From Trebizonde to Erzerum, I may add, the journey can be made by carriage, which can be hired for \$30, the price, however, varying according to the season and the demand. An escort of two gendarmes will cost \$12, and expenses on the way will amount to about \$20. A wagon for baggage will cost \$28.

The population of the province of Trebizonde is 1,163,815, made up as follows: Moslems: Men, 473,116; women, 459,600. Total, 932,716. Armenian Gregorians: Men, 24,278; women, 22,918. Total, 47,196. Armenian Catholics: Men, 744; women, 740. Total, 1,484. Armenian Protestants: Men, 548; women, 554. Total, 1,102. Orthodox Greeks: Men, 92,568; women, 88,476. Total, 181,044. Other creeds: Men, 162; women, 112. Total, 273. Grand total, 932,716 Moslems, 49,782 Armenians, and 181,044 Greeks.

The province supports 2,641 Moslem schools, 388 Greek, and 78 Armenian. The Moslem schools are attended by 58,784 boys and 23,298 girls. Total pupils, 82,082. The Greek schools have 15,721 boys and 6,064 girls. Total pupils, 21,785. The Armenian schools have 3,160 boys and 1,355 girls, making 4,515 pupils.

LEO BERGHOLZ, *Consul*.

ERZERUM, *July 24, 1899.*

#### SUPPLEMENTARY.<sup>1</sup>

There is a general increase along all lines of business in the city. Turkish merchants, who have heretofore displayed a too conservative spirit, are endeavoring to attract customers by novel cloths and by articles for the house that are ornamental as well as useful. There seems to be a commendable curiosity to know what is used among foreigners, and a desire to have articles of a superior grade. Among the better class one notices, also, more care in dress—a more fashionable cut in clothes, and more taste in color and material. While recently

<sup>1</sup> In reply to circular of July 10, 1899.

home on leave, I obtained and brought back with me 250 samples of cloth for a merchant, which were much admired, but, unfortunately, the price was a little too high for the market. Some 20 lamps sold readily and several hundred could have been disposed of. Strange to say, no merchant would order more, but several were eager to take 200 off my hands if I would import them.

While the condition of the Armenian villager has not, perhaps, improved much, the Christian merchant has almost attained the prosperity of former years. I am told that the outlook was never so promising, provided, of course, no restrictions are put upon traveling and the country remains quiet.

For a city of the population of Erzerum, estimated at 42,500, and the distributing center for all of eastern Turkey, and to some extent of Persia, the total volume of trade is ridiculously small. The imports and exports for 1898 amounted to but \$1,947,675. When one considers, however, that Erzerum lies 160 miles inland, with only an indifferent wagon road connecting it with the coast, and that the only means of transportation is by horse, camel, and donkey back and by horse and ox cart, and that the road is not always particularly safe, a partial explanation is found. In addition, goods arriving at Trebizonde, the port of entry, must be unpacked for examination by the customs authorities, and then repacked in a manner convenient for transportation.

#### ECONOMIC CONDITIONS.

Then again, business is done on very small capital. With a capital, for instance, of \$5,000, which I believe to be above the average, the merchant hopes to make 20 per cent, or \$1,000. The rent of his store, or rather his shop, will be \$44; a man to assist him will be \$44, and his incidental expenses will amount to \$22. Customers of a certain standing expect to be treated to coffee and cigarettes. His total business expenses for the year amount to about \$110. It will cost him to run his house \$546, on the basis of seven in the family—a moderate allowance, divided as follows: Rent of house per annum, \$31; a servant will receive \$22, with food and clothes; the table expenses will be \$264; clothes, \$88; school for the children will cost \$9, and incidental expenses add \$132. The total store, house, and living expenses amount, then, to \$656, leaving \$344 as the yearly nest egg. And such a nest egg entitles a man to be called a prince of merchants.

A clergyman receives an annual salary of \$264 and his house. Teachers are generally paid \$13 a month. A mechanic is paid—I do not say earns—44 cents a day, working from sunrise to sunset. Every half an hour or so, however, he leaves his work, sits down and enjoys a cigarette, and is never bothered by a walking delegate. His working days are about 300 in a year, and his wages will be \$132. Granting him the moderate number of five children, he will pay in house rent \$13 a year; for food, \$66; and clothes will cover himself and family for \$22. His taxes will cost him \$8, making a total of \$109. Native houses cost from \$176 to \$220 to build, and rent at from \$13 to \$17 a year. Shops rent at from \$35 to \$44 a year. Merchants do not insure their stock, their shops, or houses, as fires are almost unknown. During my residence here of three years, but two have occurred.

The necessities of life cost as follows: Flour, 2 cents a pound; beef,

3 cents; mutton, 4 cents; chickens, 6 cents each; ducks, 8 cents each; geese, 44 cents each; potatoes, 5 cents a pound; vegetables, 5 cents a pound; eggs, 4 cents a dozen; bread, 2 cents a pound; butter, 13 cents a pound; fruit, 3 cents a pound.

## TRADE.

The total trade of Erzerum for the six months ended June 30, 1899, amounted to \$871,910, of which \$485,060 are credited to imports and \$386,850 to exports. Articles valued at \$14,642 were brought from the United States; from England, \$199,864; from Germany, \$32,695; from France, \$28,482; from Russia, \$69,870; from Austria, \$7,965; from Italy, \$19,622; from Belgium, \$21,740, and from Persia, \$90,180. Of the \$386,850 of exports, Russia purchased \$25,700; France, \$45,800; Germany, \$10,500, making a total of \$82,000 to Europe. The balance of \$304,850 went to provinces in the Empire. On the whole, the volume of trade for the six months is considered satisfactory.

The following tables give the principal imports and exports for the six months ending June 30, 1899, and the retail prices of articles bought from foreign countries:

*Principal articles imported into Erzerum for the six months ended June 30, 1899, and their values.*

Articles.	Value.	Articles.	Value.
Coffee.....	\$9,500	Rugs.....	\$22,500
Cotton goods.....	4,200	Shovels.....	2,500
Copper.....	12,500	Scythes.....	6,250
Drugs.....	4,000	Sheep.....	10,000
Cloth.....	6,800	Sewing machines.....	2,300
Fezes.....	10,000	Spirits.....	5,550
Furniture.....	3,000	Shoes, rubber.....	1,750
Hardware.....	5,800	Silk ware.....	4,700
Horses.....	4,800	Sugar.....	20,500
Iron.....	10,000	Shawls.....	16,000
Iron sheets.....	9,200	Tobacco boxes.....	2,850
Lamps.....	1,300	Tin, sheets.....	10,700
Leather.....	10,000	T cloth.....	5,000
Lead.....	7,200	Twist.....	9,000
Linen.....	3,700	Tea.....	10,000
Muslin.....	9,200	Thread.....	12,200
Matches.....	14,500	Watches.....	2,500
Nails.....	2,750	Woolen goods.....	2,000
Oxen.....	4,600	Wool.....	8,560
Petroleum.....	13,000	White shirting.....	15,000
Pepper.....	10,000		
Prints.....	29,700	Total.....	375,410
Rice.....	19,500		

*Principal articles exported from Erzerum for the six months ended June 30, 1899, and their values.*

Articles.	Value.	Articles.	Value.
Beef, dried.....	\$40,000	Oxen and cows.....	\$30,000
Furs.....	30,500	Sheep.....	190,000
Hides.....	28,000	Wheat.....	19,900
Horses.....	30,000		
Linseed.....	8,000	Total.....	373,500

*Retail prices of articles imported into Erzerum.*

Articles.	Price.	Articles.	Price.
Anvils.....each.....	\$0.50 to \$6.00	Prints.....per yard.....	\$0.03 to \$0.16
Brushes.....do.....	.06 .80	Paper:.....	
Brooms.....do.....	.06 .20	Wall.....per roll.....	.06 .25
Beds.....do.....	2.00 30.00	Cigarette.....do.....	1.00 2.00
Beer.....per bottle.....	.12 .30	Petroleum.....per can.....	.50 .80
Crackers.....per pound.....	.30 .85	Pencils.....each.....	.01 .08
Coffee.....do.....	.18 .35	Penholders.....do.....	.01 .05
Candles.....do.....	.06 .08	Paint.....per pound.....	.03 .85
Collars.....each.....	.10 .20	Perfumes.....per bottle.....	.05 .40
Cuffs.....per pair.....	.10 .20	Plows.....each.....	5.00 25.00
Cotton goods.....per yard.....	.06 .16	Pinchers.....do.....	.10 .60
Clocks.....each.....	.88 10.00	Pocketbooks.....do.....	.03 1.00
Combs.....do.....	.08 .50	Playing cards.....per package.....	.08 .40
Carpets.....per yard.....	.16 .60	Razors.....each.....	.20 2.00
Calico.....do.....	.08 .12	Rice.....per pound.....	.08 .05
Cloth.....do.....	.12 3.00	Rocking chairs.....each.....	1.00 5.00
Chairs.....each.....	.50 1.50	Rope.....per pound.....	.08 .27
Carriage springs.....do.....	8.00 13.00	Shawls.....each.....	.32 80.00
Door springs.....do.....	.20 1.50	Shirts, linen.....do.....	.50 2.00
Fezes.....do.....	.08 1.00	Soap.....per cake.....	.01 .50
Flannels.....do.....	.20 1.50	Sugar.....per pound.....	.04 .07
Forks.....per dozen.....	.06 2.00	Scissors.....each.....	.06 1.00
Files.....each.....	.06 .40	Shovels.....do.....	.10 .50
Glass, window.....per pane.....	.02 .20	Shoes, rubber.....per pair.....	.60 1.20
Hair cutters.....each.....	.80 2.25	Sewing machines.....each.....	4.50 28.00
Hatchets.....do.....	.16 1.00	Silk goods.....per yard.....	.12 1.00
Hammers.....do.....	.06 1.00	Shoes.....per pair.....	1.00 5.00
Ink.....per bottle.....	.03 .50	Stoves.....each.....	.50 10.00
Iron.....per pound.....	.03 .04	Sole leather.....per pound.....	.18 .60
Iron, sheet.....do.....	.06 .06	Spoons.....per dozen.....	.06 2.00
Knives.....each.....	.01 1.00	Saws.....each.....	.10 3.00
Lamps.....do.....	.08 6.00	Tin sheets (18 inches).....do.....	.04 .45
Lamp wick.....per yard.....	.02 .05	Thread cotton.....per spool.....	.02 .08
Locks.....each.....	.02 .50	Tea.....per pound.....	.18 .50
Linen.....per yard.....	.04 .16	Tobacco boxes.....each.....	.08 1.00
Lace.....do.....	.02 .50	Trays.....do.....	.05 10.00
Lead.....per pound.....	.35 .43	Umbrellas.....do.....	.20 2.00
Leather.....do.....	.22 1.00	Varnish.....per pound.....	.08 .95
Letterpresses.....each.....	2.00 4.00	Velvet.....per yard.....	.20 2.00
Matches.....per dozen boxes.....	.04 .15	Watches.....each.....	1.00 25.00
Mirrors.....each.....	.04 13.20	Woolen goods.....per yard.....	.08 .50
Muslin.....per yard.....	.03 .05	Whisky.....per bottle.....	.30 1.25
Meat cutters.....each.....	1.00 3.00	Washing blue.....per package.....	.01 .02
Nails.....per pound.....	.03 .08	Wine.....per bottle.....	.12 1.00
Needles.....per dozen.....	.01 .10	Woolen yarns.....per pound.....	.95 1.90
Oilcloth.....per yard.....	.13 .40	Worsted.....do.....	1.80 3.00
Pins.....3 dozen.....	.01 .80		

LEO BERGHOLZ, *Consul.*ERZERUM, *October 2, 1899.*JERUSALEM.<sup>1</sup>

## TOURISTS AND PILGRIMS.

During the season of 1898-99, visitors to Palestine numbered nearly 4,500, and there were besides 6,000 Russian pilgrims. The visit of the German Emperor in October, 1898, and the dedication of a new English church early in the same month brought an unusual number of Germans and English to this country, so that the number of American travelers appeared to be below the average. In some seasons American tourists outnumber the English, but as a rule the two nations are about equally represented, while the Germans fall far below either.

With the aid of the Russian consul, the hotel proprietors, and the tourist agents, I have tried to make an estimate of the amount of

<sup>1</sup> In reply to circular of July 10, 1899.



money brought into the country in this way, and, omitting details, find it to be approximately half a million dollars. This does not include the money left by the Russian pilgrims for religious purposes, which is large; and in the case of the ordinary tourist, one spends \$10 for "Jerusalem goods," and another will spend one or two hundred dollars, so that to give exact figures is impossible. I think my estimate too low, for inquiries at certain shops reveal the fact that while one sells \$10,000 worth of goods, another will sell double that amount.

#### SANITARY MATTERS.

Palestine is a seacoast country without a harbor, and Jerusalem is a city without a water supply except from cisterns, which are entirely inadequate for the needs of the inhabitants. By a tax on abutters on the principal streets and by subscriptions, money has been raised for street watering, which, although very imperfectly done, has kept the dust under better control than it has been in any previous year.

The scare of the plague in Egypt, combined with the efforts of the consuls, spurred up the authorities to police the town with considerable thoroughness, and I can testify that in the many years that I have resided here, I have never known Jerusalem to be so clean. One gentleman, perfectly familiar with the city, on passing through the Jewish quarter found it so clean that he actually lost his way.

#### QUARANTINE.

Quarantine against Egypt was imposed in June, and is still (last of September) in force for ten days. I have been through eight or more terms of quarantine in this country, and I do not know of a single exception where the medicine was not worse than the disease. The resources of the people are so limited that the stopping of commerce is a greater hardship than persons living at a distance can imagine. In a good year, what the peasants are able to sell is just sufficient to keep them alive; when the market is entirely closed, as it is during quarantine, there is much suffering. Everything that is raised, when it can not be sent to Egypt, must be sold at half price; consequently from a season's labor nothing is realized. Deprived of what they ordinarily receive from the sale or exchange of their products, they must face starvation.

Intercourse with Egypt has never entirely ceased, although quarantine has in some directions been strict and burdensome. The land route through Gaza was not closed till two or three weeks after quarantine against steamers had been established; and at any time it has been possible to go around Gaza, avoiding the ordinary route on which a handful of soldiers were stationed, and enter Palestine at a more easterly point. Moreover, small boats have continued to go back and forth between the two countries, the distance for them across the southeast corner of the Mediterranean being only a few hours.

#### CROPS WHICH CAN BE RAISED WITHOUT RAIN, DEW, OR IRRIGATION.

Durra is a sort of maize, but totally unlike our Indian corn. This is largely used by the natives for bread and a great deal is shipped away from the country. It is very extensively raised and easily harvested.

Sesame, or simsum, is used for making oil. Quantities are shipped to France.

Humus is a sort of pea, extensively raised and very highly prized. This grows almost entirely after the "latter rains" are over.

Wheat and barley get no rain or moisture after the latter rains cease, which is the first week in April. They are harvested the last of May, chiefly in June.

Melons are raised by the million. This is a very popular crop. They are sent to Egypt and Constantinople. They are raised entirely without water. The natives say that if it should rain in summer the melon crop would be ruined.

Cucumbers and tomatoes, both raised in great quantities, have no water.

It is a common saying that melons, grapes, and oranges, which succeed each other in this order, reach round the year. This is not strictly true, for between the cessation of oranges and the coming of melons there is a brief interval. In regard to fruits and vegetables this country seems to be highly favored.

Barley ripens a little before the wheat. These crops are seldom gathered as soon as they are ripe, but are left to stand in the field for four or six weeks after they should, according to our ideas, be harvested. A certain percentage of the grain is inevitably lost, but not so much as one would think, for in reaping, the stalks are handled with great care. The practice of leaving the grain standing after it is fully ripe is not always due to the inaction of peasants, but to the delay of the Government officers, who must come to appraise the grain, before it is reaped. When permission is given, men, women, boys, and girls, turn out by the thousand to gather the grain. After thrashing, which takes four or six weeks, the grain is left in piles on the ground and is visited again by the Government officers. That done, camels and donkeys carry it to Gaza and pile it up on the shore, where it waits for English ships to transport it to Liverpool or London.

The wheat fields and barley fields between Jaffa and Gaza are 30 or 40 miles long. This great plain is without fences, sticks, or stones, and American reaping machines would move over it everywhere with the utmost ease. These, the natives are too poor to buy; nor would they use them, for three months of work would thus be taken from them, and that would mean disaster.

#### CROPS WHICH COULD BE INDEFINITELY INCREASED.

This list includes olives, figs, grapes, and melons, and of course a few others. Figs can not be exported, but they can be made into a very desirable jam or dried. Dry figs constitute a considerable part of the food of every peasant family. Fifty million oranges are sent annually to England, and the present cultivation of them is limited to the gardens just about Jaffa. The Jewish colonies have done little else, besides raising grapes for wine, although some are now paying attention to the planting of olive trees.

The ideal cultivation of this country would cover the rugged mountains with forests, terrace the hillsides so that they would support myriads of olive trees, plant the upland valleys and gentle slopes with vines, devote the plains to wheat and barley, and collect about the fountains and springs great vegetable gardens and orchards of the

more delicate fruits. For a land 100 miles long by 50 broad, this is no chimerical scheme, but one which under favorable circumstances could be realized in half a century. Nothing of the sort is likely to be realized at present; on the contrary, although there has been a brightening up about many towns, there are throughout the country evident signs of deterioration. Few young olive or fig trees are planted, and as the old ones decay they are cut down and sold for fuel. Some Europeans, who have lived here all their lives, assert that the inhabitants of Palestine are fewer now than they were forty years ago. Life for the peasants is hard and the inducements to labor are small.

#### THE PRICE OF LABOR.

The price of labor here is reckoned at about 20 cents a day. If 20 laborers are required for a certain piece of work, there will probably be 12 women, girls, and boys, and 8 men, so that while the men may receive 23 or 24 cents a day, the others who do as much work will receive 12 or 15 cents a day, the average being under 20 cents a day. Twenty cents a day was the average price paid for the labor employed in constructing the Jaffa and Jerusalem Railway.

I am asked many times about the opportunities for American labor in Palestine, and my reply, summarized in the above statement, can not be otherwise than discouraging. Moreover, there must be long hours spent under a terribly hot sun.

Nineteen Americans arrived about the middle of the past summer with extravagant ideas of the outlook for farming in Palestine, and they have been bitterly disappointed.

#### FIRE INSURANCE.

There has never existed the necessity for insuring houses or goods, as stone and mortar have been the only materials used in building. In a general sense, this is still true. Although in the construction of houses in Jerusalem far more lumber is used than formerly—due partly to the fact that it can now be brought readily by the railroad from Jaffa—there is but one fire insurance agency in town. This does no business.

#### LIFE INSURANCE.

There are three agencies in Jerusalem, and an agent from abroad visits the city on an average once a year. The natives do not understand life insurance, the very few who have hitherto insured being Europeans. Almost nothing is done in this line.

#### COMMERCIAL TRAVELERS.

This class is fairly well represented; only a few years since there were none. From fifty to one hundred come every year, chiefly Germans with a few French or Italians. No obstacles are placed in their way. They sell china, glassware, jewelry, stationery, hardware, fancy dry goods, surgical instruments, biscuits, liquors of all kinds, etc. Their sales are small and are not without some risk as to payment, both which conditions would deter Americans from competing. Besides, the difficulty of getting goods to Jerusalem, still an insurmountable obstacle, would have to be overcome.

## TELEGRAPH SERVICE.

There is a line from Jerusalem to Bethlehem, 5 miles, but none to Hebron, an important inland city, 22 miles to the south, nor is there any direct line to Nablous, a large city two days journey to the north. All messages go by way of Jaffa, as follows: Jerusalem, Jaffa, Gaza, Egypt; Jerusalem, Jaffa, Nablous, Nazareth, Tiberias; Jerusalem, Jaffa, Damascus, Beirut, Constantinople. The office for general inspection is Beirut. The governor here can telegraph direct to Constantinople, by asking to have Beirut open for the purpose. This is not allowed to private individuals, nor to foreigners, but everything is inspected at Beirut. No code words are allowed. Within a certain district, say Jaffa, Gaza, Nablous, Tiberias, and Beirut, the cost is 2½ cents per word; to Damascus and Constantinople, the cost is 5 cents per word. The address is counted, also the signature, and five words are added as a sort of tax. On telegrams to foreign countries, this tax is not levied.

## POSTAL SERVICE.

There is one foreign post-office in Jerusalem, the Austrian, and four in Jaffa, the Austrian, French, Russian, and German, the latter having been established at the time of the visit of the Emperor, in October, 1898. Between Jerusalem and Jaffa, the Russian and French consulates have each a special messenger to carry official dispatches, it not being deemed prudent to trust them to the Turkish post.

Inland postage in Turkey is the same as to foreign countries, namely, 5 cents, except when a letter is sent from one port to another by sea, say by steamer from Jaffa to Beirut, when the postage is only half that sum. The great majority of the natives of the country seldom write letters, and the real Turkish mail is of very insignificant proportions.

The time between Jerusalem and New York was formerly, say fifteen years ago, from twenty-five to thirty days. When a letter was mailed we always allowed sixty days for an answer from the United States. Letters now go in eighteen or nineteen days, and occasionally in sixteen days. There is quicker service on the Atlantic, also between London and Alexandria, and the railroad between Jaffa and Jerusalem saves one day. The route by way of Alexandria is quicker than that by Constantinople. The post-office officials, both Turkish and Austrian, inform me that in the amount of foreign mail handled by them, the United States is sometimes first and sometimes second. The mail service during the present infliction of quarantine has not been so seriously interfered with as on some former occasions; but even now to have a letter take fifteen days from London (usual time seven days) does not surprise us. Quarantine teaches patience.

## MILITARY AFFAIRS.

All Mohammedans are required to serve in the army. They are enrolled at the age of 20, and their period of liability for service covers 20 years. Christians and Jews who are Turkish subjects do not enter the army, but pay an annual tax instead. There are four years actual service, two in the first reserve, eight years in the second reserve, and six years in the third grade.

In this consular district there are eight military subdivisions, Jerusalem, Hebron, Gaza, Mejdal (near Ascalon), Jaffa, Ramleh, Jennin, and Bireh. Each of these subdivisions must furnish one regiment (taboor), numbering in time of war 800 men and in time of peace 400 men. This number includes officers and men. There are two general divisions of four regiments, each under one colonel; the two general divisions are under the commander in chief, who resides at Acre.

The new soldiers are called every year by draft. Volunteering is not known. The order is issued from Constantinople in March, but the conscription does not take place till May or June. When there is no special urgency the authorities allow the peasants some delay, generally till the harvesting is completed in June.

The annual number of men drawn from the Jerusalem district, for example, is 100 men. This is to keep good the number of soldiers in the field. Soldiers never serve in the region where they are conscripted, but are sent to some distant post. The pay of a soldier is about 80 cents a month for four years; after that, he receives no pay except when in actual service, that is, in case of war.

The garrison in Jerusalem usually numbers 800 men.

As a rule, Turkish soldiers are well-built men; the garrison here is changed once or twice a year, so that we have an opportunity of seeing men from different parts of the empire. Regiments from certain sections are composed of stalwart, robust men, rather above size, while those from other sections are only medium size. Drilling is reduced to a minimum, and there is no fatigue duty.

#### CUSTOM-HOUSE RULES.

The duty is 8 per cent on all imports, with the exception of foreign tobacco, which pays 75 per cent. All goods leaving the country pay a duty of 1 per cent. Jaffa is subordinate to Beirut in some respects, since all questions of dispute have to be referred there for settlement; but the money collected at Jaffa is sent directly to Constantinople. Goods sent by sea from one port in Turkey to another can be admitted free of duty on presenting a certificate from the port of departure; otherwise, they are treated as foreign goods and pay the 8 per cent.

All books are submitted to examination and certain parts cut out; certain volumes, say of a cyclopedia in many volumes, one abstracted entirely, and sometimes volumes are taken and burned. Newspapers are stopped, and sometimes are prohibited altogether. For example, the Egyptian Gazette, is not allowed to enter Palestine by Turkish post, but must be brought by the Austrian post. Guns, pistols, powder, etc., are prohibited.

The custom-house officers are very reckless in handling goods. Merchandise and the property of travelers is broken, smashed, and destroyed as though it had no value.

As to the baggage of travelers, the tourist companies are generally able, by paying so much per piece, to get it through the custom-house without being opened.

#### CONSULATES.

Ten governments are represented in Jerusalem, two by consuls-general, seven by consuls, and one by a vice-consul. They are also represented in Jaffa by a lower rank of officers.

A large part of the duties of the French and Russian consulates is connected with the multitudinous ceremonies of the Catholic and Greek churches. These duties demand a great deal of time. The Russian consul-general is obliged by his Government to attend in state—that is, with all his consular body in uniform—no less than forty of these grand public ceremonies during the year.

The Spanish, Greek, Italian, and Dutch consulates in Jerusalem have very little business of any kind. None of the consulates here exists solely for commercial purposes; the English, German, Austrian, and American consulates do something in that direction, each for its own country, but a large part of the time of each is spent in looking after the interests of its citizens before the Turkish Government. More than half of the time of the American consulate is devoted to efforts to introduce into Palestine, contrary to Turkish regulations and wishes, immigrant Jews who happen to hold American passports. Scores of these immigrants have citizen papers dated a certain day in New York or Chicago, and passports dated the day following in Washington. In a week or less, these immigrants are on their way to Jerusalem. These people do not speak a word of English, they know nothing about the United States, they own no property in America, they import no American goods into this country, they pay no taxes to our Government, and yet the consuls in Jerusalem and Jaffa must spend a large part of their time in facilitating their entrance into Palestine. The consuls are put to no end of annoyance to help these people out of trouble, both when they arrive and after they are established in the country.

#### PUBLIC IMPROVEMENTS.

It is simply impossible for an Oriental to comprehend Occidental ideas of government and public economy; or to realize that mediæval ideas are obsolete and can not now make a country prosperous. Hence, although the improvement suggested may be a vast one and the benefits manifest, no concessions are granted except upon the payment of large sums of money. Thus, the railroad between Jaffa and Jerusalem, which is controlled by the Government and which is indispensable to travel and traffic, had to buy itself into existence from the very Government which it benefits. The rehabilitation of Palestine can never begin seriously till there is a harbor at Jaffa. The Government would be immensely benefited by it, but it will not construct the harbor itself nor will it allow any foreign company to do it without first paying an enormous sum, £50,000 or more, for the privilege.

“Landing at Jaffa” is a bugbear to every traveler in this section. Commerce is carried on there with great difficulty. But the construction of a great breakwater for a harbor is entirely feasible. The Jaffa and Jerusalem Railroad runs to the water’s edge. Twenty or 25 miles distant on the line of the road there are mountains of rock, the precipices rising above the railroad bed so that the cars would almost load themselves with blocks of stone. Laborers in any number could be obtained for 20 cents a day each. Four or six trains a day, loaded with rocks, would in six months literally “move a mountain into the sea.” Such a public improvement would greatly facilitate commerce and increase travel.

## CARRIAGE ROADS.

The carriage road between Jerusalem and Jericho, 20 miles long, was completed in 1898. Carriages go from Jericho to the Dead Sea, Jordan, and return to Jericho, about 20 miles; but there is no proper road, only a track across the open plain. The same is true between Jaffa and Gaza, 50 miles. The carriage road between Jerusalem and Jaffa is good, and so is that between Jerusalem and Hebron, 25 miles. The route between Jerusalem and Nablous has this year (1899) been surveyed as far as Bireh (ancient Beeroth), 12 miles, and plans and estimates have been sent to Constantinople. A good road between these two important centers is very much needed. The road between Jaffa and Nablous has had considerable money spent upon it, and certain sections were actually built; but these have been allowed to become ruined simply by neglect. German wagons sometimes pass between these two cities, but it is only across country and with great difficulty. The same is true of the route between Jaffa and Haifa, at the foot of Mount Carmel. In Occidental countries, it has always been thought the making of roads was equivalent to opening up a country and aiding its development and prosperity; applied to Palestine, this theory seems to be pure fiction. The carriage roads to Jaffa, to Jericho, and to Hebron have not been the cause of building a single house or adding a single acre of cultivation to those already existing. The roads are a wonderful convenience for foreigners and travelers, and the natives, indeed, use them, but it appears that they would just as soon be without them. All Damascus goods which come to Jerusalem in large quantities are brought by camels, the same as for centuries past.

## PASSPORTS.

Passports are required of every traveler visiting Palestine, and these, in case of Americans, must be viséed by some Turkish consul before leaving America; otherwise, a fine of \$2 is imposed by the officials at Jaffa. If a traveler comes without a passport he is subjected to a fine of about \$4, which sometimes the consul succeeds in having remitted. If the traveler wishes to visit the interior of the country, say to go overland from Jerusalem to Damascus and Beirut, he must procure from the Turkish Government, through the United States consulate, a Turkish passport (teskereh). If a person wishes to go direct from Jerusalem to Beirut, his teskereh must indicate the fact, and in Beirut his teskereh must be viséed by the Turkish authorities for his return trip; otherwise there is another fine.

## MONEY AND RATE OF EXCHANGE.

Jerusalem is in Turkey, but Turkish gold is rarely seen, and it is not the basis in monetary transactions. With the banks, hotels, and prominent merchants, francs are the basis in monetary transactions of all kinds.

A United States dollar is worth in Jerusalem only 5 francs. According to the schedule of values of foreign coins issued regularly by the Treasury Department, a United States dollar is worth 5 francs and 18 centimes. An English pound is worth 25 francs. Drafts on America are worth 5 francs for every dollar.

No one can do business in Jerusalem or meet the ordinary expenses of living without current money. This the banks do not have, the hotels do not have, and no merchant has. Current money is entirely in the hands of the money changers, of whom there are over fifty in this small city of less than 50,000 souls. These money changers all do a flourishing business. They charge 2 per cent and upward, sometimes as high as 7 per cent, for changing francs into current money. During quarantine, harvest, the conscription of soldiers, and the season of travelers, the rate for changing money is always high.

In the peculiar monetary conditions which exist in Jerusalem, and which have existed here for at least a quarter of a century, a United States dollar being worth but 5 francs and the money changer wanting 2 per cent or more for changing the 5 francs into current money, if a person is to receive full value for his dollar he must charge at least 5 per cent loss by exchange.

#### INDUSTRIES AND MANUFACTURED ARTICLES.

Palestine is an agricultural district, with a certain amount of foreign commerce at Jaffa and a little fishing along the coast, almost wholly for home needs.

In three places, pottery is made extensively and in three others soap is manufactured. In one place rude stools, 18 inches high, are made, and until recent years these were the only "chairs" of which the country could boast, people then, as now, sitting on the floor. Some villages near the sea make reed mats, which are everywhere used. Hebron turns out thousands of water bottles (goatskins removed whole from the animal), which are as indispensable here as are water pails in America. Hebron makes also a great quantity of glass trinkets, which the peasant and Bedouin women and girls wear as "finery" on their fingers, wrists, and arms. Spinning and weaving in rude hand looms the thick cloth—an excellent kind of waterproof used for the universal cloak—furnishes employment in several inland towns. Little is done, however, beyond supplying home consumption. In Bethlehem and Jerusalem, there are many native shops for the manufacture of "Bethlehem goods," from olivewood, mother-of-pearl, which is brought from the Red Sea, and bituminous limestone, from the mountains near the Dead Sea. Large quantities of these goods are shipped every year to other countries, and this trade has proved very profitable for the Bethlehemites. In the manufacture of articles of olivewood, the Germans taught them all they know. Germans carry on honey raising, the manufacture of tiles for floors, butter making, and tanning.

#### AMERICAN GOODS.

The old story of "the cost of transportation" largely explains the fact why our goods are not found in Palestine. "No direct connection with New York" prevents the efforts of consuls in this direction from being realized. A small order for shoes, another for hams, one or more for hardware, another for hard-wood lumber, a very small one for flour, are mere trifles in the estimation of the great business firms of the United States. I had hoped that American carriages might be introduced during the past year in connection with an American repair shop, but my efforts have thus far been fruitless.



## CONCLUSION.

The thing desired by our merchants and manufacturers is the introduction of American goods into Palestine. "The consul who helps us place our goods in foreign markets is the kind we want." Unless I accomplish this, whatever I may write about the resources of the country, its climate, soil, products, industries, commerce, etc., will be read with very little interest and my labor will fail to give satisfaction. Knowing how strong this feeling is in America, I have made special exertions this year, as well as in former years, in the direction indicated, but with very meager results. I would gladly fill the towns and villages of Palestine with American goods, but it is not in my power to work miracles.

SELAH MERRILL, *Consul.*

JERUSALEM, SYRIA, *October 2, 1899.*

## SUPPLEMENTARY.

## JAFFA.

The returns given below are not exact, but are the best that can be obtained under the present system of imperfect record at this port. They may be taken as approximately correct. Likewise, some of the countries from which goods are said to come are not correctly given; some goods are reported to come from Austria simply because they came from Trieste, an Austrian port, when they were not produced in Austria at all. Small quantities of American goods are brought into this country—flour, lumber, dry goods, shoes, hardware, and a few others—but they are credited to the country to which the last shipping port belongs. Quite an amount of goods is credited as coming from Turkey, and the impression is that Turkey produces them, whereas Turkey produces almost nothing.

SELAH MERRILL, *Consul.*

JERUSALEM, *November 15, 1899.*

*Exports at Jaffa during the year ended September 30, 1899—description, quantity, value, and destination.*

	Quantity.	Value.	Destination.
Oranges .....boxes..	309,000	\$582,199	England chiefly; also Germany, Austria, Egypt, Turkey.
Melons .....pieces..	210,000	7,800	Egypt, Turkey.
Fruit and vegetables .....		12,200	Do.
Dried fruit.....		54,000	Egypt, Turkey, Austria, Germany.
Intestines, salted.....boxes..	48	9,600	Austria, Germany.
Glassware and bracelets.....do..	103	1,624	Egypt, Turkey.
Citrons.....do..	400	16,000	Austria, Germany, Russia, England.
Colocynths.....do..	100	5,200	Germany.
Preserves.....pounds..	12,540	742	Egypt, Turkey.
Beans.....do..	154,000	1,800	England.
Lupines.....do..	11,098,000	99,540	Egypt, France.
Wool.....do..	210,820	14,080	France, Turkey.
Durra (maize).....do..	2,860,000	31,200	France, Egypt.
Honey.....do..	22,880	1,680	France, Germany, Egypt.
Oil.....do..	429,000	26,800	France, Egypt.
Barley.....do..	29,106,000	257,600	England.
Leather bottles.....		2,000	Egypt, Turkey.
Hides.....pounds..	200,655	1,200	Austria, Germany.
Soap.....do..	3,847,725	196,400	Egypt, Turkey.
Mats.....do..	2,000	1,000	Turkey.
Eggs.....boxes..	2,145	1,080	Egypt, France.
Sesame.....pounds..	4,961,250	162,000	France, Egypt.
Wine and brandy.....barrels..	8,500	217,200	Germany, Egypt.
Articles of piety.....		77,200	All countries.
Total .....		1,712,245	

*Imports at Jaffa for the year ended September 30, 1899—description, quantity, value, and sources whence obtained.*

	Quantity.	Value.	Whence obtained.
Beer.....cases..	1,480	\$9,880	Austria, Germany, France, England, Belgium.
Butter.....pounds..	99,000	15,600	Turkey.
Hydraulic lime.....sacks..	2,400	1,800	France.
Cement.....barrels..	5,000	7,200	Do.
Candles.....pounds..	78,100	6,550	France, Belgium.
Coal.....tons.....	2,806	17,800	England, Belgium.
Stationery.....bundles..	2,816	32,840	Austria, Italy, France, Germany.
Onions.....tons.....	627	9,240	Turkey.
Chicory.....cases..	70	1,000	Austria.
Colonial goods, coffee, etc., packages.	8,300	43,118	France, America, India, Turkey.
Canned goods.....cases..	1,092	16,400	England, Italy, Turkey.
Raw cotton.....bales..	730	14,140	Egypt, Turkey.
Manufactured goods, cotton, wool, and silk.		668,400	Germany, Austria, England, France, Belgium, Turkey.
Flour.....sacks.....	8,210	49,656	Russia, Turkey.
Iron.....		42,750	England, Germany, Austria, France, Belgium.
Cheese.....pounds..	154,000	20,000	Germany, Switzerland, Turkey.
Matches.....cases..	996	8,940	Austria, Germany, Italy.
Beans.....sacks.....	1,240	7,500	Austria, Russia, Turkey.
Malt.....do.....	216	724	Austria.
Fruit.....do.....	1,475	5,100	Egypt, Turkey.
Dried fruit.....do.....	3,600	16,000	Turkey.
Indigo.....cases..	56	19,080	India.
Spirits.....barrels..	649	10,561	Austria.
Sewing machines		11,260	Germany, France, Austria, America.
Drugs, paints.		25,800	Germany, England, Austria, France, Italy, Belgium, Turkey.
Paraffin.....pounds..	110,000	10,800	Germany, America.
Potatoes.....sacks..	5,441	10,568	Austria, France, Turkey.
Skins.....pieces..	5,000	25,200	India.
Leather.....bales..	290	22,000	France, Germany, Italy.
Salt fish.....barrels..	560	6,600	Egypt, Turkey.
Petroleum.....cases..	42,000	43,600	Russia.
Rice.....sacks.....	43,000	206,200	Egypt, India.
Mother-of-pearl.....cases..	1,046	9,656	America, Arabia.
Empty sacks.....bales..	800	25,760	India.
Brooms.....bales..	180	1,500	Austria, Turkey, Italy.
Seed.....cases..	1,363	6,280	Arabia, Germany.
Soda.....barrels..	1,300	15,240	England, Belgium.
Tobacco.....pounds..	543,400	286,000	Turkey.
Glassware, porcelain.....cases..	4,581	41,580	Austria, Germany, France, Italy, Belgium.
Wine, liquors.....		10,000	Cyprus, Turkey, France.
Tiles, bricks.....		23,400	France, Italy.
Sugar.....sacks.....	22,214	138,272	Austria, Egypt, France, Belgium.
Lumber.....		133,206	Austria, Sweden, Turkey.
Salt.....pounds..	4,896,100	31,570	Italy, France, Turkey.
Macaroni.....cases..	500	2,400	Austria, England, France, Turkey.
Furniture.....do.....	700	22,000	Austria.
Ready-made clothing.....do.....	148	29,600	Austria.
Tar and pitch.....pounds..	126,780	2,900	Turkey, Austria, Germany.
Hardware.....do.....	403,294	31,780	Austria, Germany, France, Turkey.
Seeds, small.....do.....	108,265	3,680	Austria.
Tallow.....do.....	374,850	4,600	Italy, Turkey.
Plaster paris.....		1,744	France.
Total.....		2,211,965	

*Steamers and sailing vessels at the port of Jaffa from November 1, 1898, to October 31, 1899.*

## STEAMERS.

	Number.	Tonnage.
Austrian Lloyd .....	79	113, 978
English:		
Prince Line .....	46	49, 663
Bell Asia Minor .....	42	10, 779
Khedeival Mail .....	91	79, 234
Various .....	20	34, 002
French:		
Mes Maritime .....	55	105, 607
Various .....	12	11, 613
German .....	3	6, 386
Greek .....	2	1, 043
Italian .....	9	7, 523
Russian .....	47	72, 248
Turkish .....	25	28, 401
Total .....	431	515, 472

## SAILING VESSELS.

Austrian .....	1	448
Greek .....	13	5, 682
Turkish .....	309	12, 077
Total .....	323	18, 187
Total number of vessels .....	754	583, 650

# AUSTRALASIA.

## NEW SOUTH WALES.

### SYDNEY.

The last year has been the fourth in a series of discouraging years for New South Wales, as the drought has scarcely been broken during this period, yet the resources of the colony are so great and the enterprise of the people so untiring that business has shown some encouraging developments.

#### TOTAL TONNAGE.

The books show the total in-and-out tonnage of the ports of New South Wales to have been:

	Tons.
1897 .....	6, 744, 431
1898 .....	6, 919, 928

*Vessels entering and clearing the ports of New South Wales for the years 1897 and 1898.*

	Steamers.		Sailing vessels.	
	Vessels.	Tons.	Vessels.	Tons.
1897 .....	5, 048	5, 307, 985	1, 417	1, 436, 496
1898 .....	5, 196	5, 586, 233	1, 383	1, 334, 696

The foreign vessels of all kinds entering and clearing were divided as follows:

Description.	1897.		1898.	
	Number.	Tonnage.	Number.	Tonnage.
United States:				
Steam .....	17	32, 738	18	84, 902
Sail .....	123	123, 223	117	109, 257
Total .....	140	155, 961	135	a 144, 159
German:				
Steam .....	69	211, 001	56	191, 123
Sail .....	85	110, 096	59	72, 598
Total .....	154	321, 097	115	b 263, 716

a The decrease in total tonnage for the United States in 1898 does not mean a smaller trade with the colony, but a variation in the number and tonnage of vessels coaling at Newcastle.

b The French have a monthly service between Marseilles and Sydney, but the frequent trips of French steamers between Sydney and the island possessions render the statistics very confusing.

## WOOL CLIP.

Wool is the chief product of this colony. The "wool year" closes June 30, and I am able, by the courtesy of friends, to bring down the reports to June 30 of the present year:

	Bales.
For the year ended June 30, 1898, the total product was.....	722, 427
For the year ended June 30, 1899.....	713, 610
Decrease.....	8, 817

The prices for the total clip were better, as the value of the clip for the former year was £7,224,270 (\$35,109,953), and for the latter, £8,277,876 (\$40,230,478); an increase of £1,053,606 (\$5,130,525).

About 69 per cent of the wool of the colony is sold in Sydney, over 90 per cent being merino. (The Vermont merinos take the leading prizes at the chief fairs.)

## LIVE STOCK.

In live stock, there was a considerable decrease in all classes except in swine, as shown by the following:

Year.	Horses.	Cattle.	Sheep.	Swine.
1897 .....	496, 084	2, 085, 096	43, 952, 897	207, 738
1898 .....	449, 989	1, 886, 390	41, 241, 004	247, 061
Decrease .....	46, 045	198, 706	2, 711, 893	.....

## AGRICULTURE.

The agricultural industry of this colony is steadily increasing, both in number of holdings and in area under cultivation.<sup>1</sup>

Year.	Number of hold-ings.	Cultivated area.	Wheat.	
			Area.	Production.
		Acres.	Acres.	Bushels.
1897 .....	65, 298	43, 518, 921		
1898 .....	66, 286	43, 985, 115	990, 350	10, 560, 111
1899 .....			1, 319, 503	9, 286, 216
Increase .....	988	466, 194		

The dairy interests in this colony on the whole are rapidly increasing. The exports for the last two years have been as follows:

Year.	Butter.	Cheese.
	Pounds.	Pounds.
1897 .....	6, 526, 673	549, 730
1898 .....	8, 949, 588	320, 759

## MINING.

There is more real interest in mining operations now than for several years, and by the use of up-to-date machinery lower-grade fields

<sup>1</sup> Agricultural year closes March 31.

are being profitably worked. River-bottom dredging for gold is increasing.

There is a good and growing market here for American mining machinery.

*Statistics of production.*

Gold:		
1897 .....	ounces..	292, 217
1898 .....	do....	340, 493
Silver, lead, and ore :		
1897 .....	tons..	289, 018
1898 .....	do....	398, 569
Coal:		
1897 .....	do....	4, 383, 591
1898 .....	do....	4, 706, 251

RAILWAYS (LINES OWNED AND OPERATED BY GOVERNMENT).

Total miles opened for traffic (June 30, 1897), 2,705.

Present value of roads, £14,000,000 (\$68,131,000).

Journeys, June 30, 1897, 22,672,294; 1898, 23,233,206.

Goods (freight), June 30, 1897, 4,375,984 tons; 1898, 4,463,728 tons.

Live stock, June 30, 1897, 191,457 tons; 1898, 166,836 tons.

Gross revenue, June 30, 1897, £3,014,742 (\$14,651,647); 1898, £3,026,748 (\$14,709,996).

Working expenses, June 30, 1897, £1,601,218 (\$7,781,920); 1898, £1,614,605 (\$7,846,981).

Net profits, June 30, 1897, £1,413,524 (\$6,869,727); 1898, £1,412,143 (\$6,863,014).

COMMERCE.

The total trade of New South Wales with all the world for the last five years has been as follows:

Year.	English money.	United States equivalent.
1894 .....	£36, 379, 614	\$177, 024, 485
1895 .....	37, 927, 200	184, 572, 719
1896 .....	43, 571, 519	212, 042, 257
1897 .....	45, 495, 422	221, 408, 471
1898 .....	52, 101, 677	258, 552, 511

This shows an increase in the total trade of over 40 per cent.

As the chief interest of every nation in foreign trade is as a seller, I submit the following facts as to the buying power of New South Wales. Her importations from all sources for the five years from 1894 to 1898, inclusive, were:

Year.	English money.	United States equivalent.
1894 .....	£15, 801, 941	\$76, 900, 146
1895 .....	15, 992, 415	77, 827, 087
1896 .....	20, 561, 510	100, 062, 588
1897 .....	21, 744, 350	105, 818, 879
1898 .....	29, 458, 560	143, 385, 749

An increase in the period of over 54 per cent.

The total imports from countries other than British increased from £1,414,000 (\$6,872,040) worth in 1894 to £3,377,635 (\$16,410,306) in 1898, or over 130 per cent, while the following shows the importations in staple merchandise from the United States for each of the calendar years referred to, eliminating the abnormal importations of wheat and flour:<sup>1</sup>

Year.	English money.	United States equivalent.
1894 .....	£542,427	\$2,636,196
1895 .....	624,268	3,088,943
1896 .....	1,019,962	4,957,113
1897 .....	1,356,328	6,591,765
1898 .....	1,546,607	7,516,511

It will be seen that our market for staple merchandise in the colony has increased at a most unprecedented rate during the period under consideration, the whole of which has been marked by the most discouraging seasons.

This increase from £542,427 (or \$2,636,196) in 1894 to £1,546,607 (or \$7,516,511) in 1898 means a ratio of over 184 per cent, or a market almost three times as great as five years ago. We now supply over 47 per cent of the total merchandise bought by this colony from foreign (i. e., non-British) countries.

Let us look at this in another way. In the calendar year of 1898, this country had a total trade with France of £1,914,159 (\$9,300,814), while she purchased from France but £214,530 (\$1,042,615), and out of the total trade of Germany of £1,830,440 (\$8,895,939) she bought of Germany only £771,626 (\$3,750,102) worth, while out of a total trade with the United States of £1,939,241 (\$9,424,713), exclusive of gold, New South Wales bought of our merchandise £1,546,607 (\$7,516,511) worth.

*A comparison of 45 leading articles imported from the United States in 1897 and 1898.*

	1897.		1898.	
	English money.	United States equivalent.	English money.	United States equivalent.
<b>Agricultural implements:</b>				
Plows .....	£4,888	\$23,787	£4,588	\$22,838
Reapers and binders .....	6,647	32,943	13,343	64,934
Others .....	7,931	38,596	9,197	44,757
Arms, ammunition, and explosives .....	5,095	24,795	4,999	24,328
Bee keepers' materials .....	973	4,735	2,119	10,312
Boots and shoes .....	45,047	219,221	71,154	346,271
Brushmakers' materials .....	4,688	22,814	6,514	31,700
Building materials .....	3,268	15,904	5,334	25,966
Carriages, carts, etc. ....	2,468	12,011	3,164	15,398
Carriage makers' materials .....	42,629	207,454	24,273	118,125
Chemical products .....	3,761	18,303	7,815	38,032
Coffee, raw .....	9,392	45,706	12,547	61,059
Drapery (not otherwise enumerated) .....	16,964	82,506	15,619	76,010
Drugs (not otherwise enumerated) .....	24,388	118,684	17,661	85,947
Fish, dried and preserved .....	45,337	220,633	48,447	235,767
Furniture and upholstery .....	10,157	49,429	12,506	60,860
Glassware .....	4,862	23,661	5,718	27,827
Hardware and ironmongery .....	40,045	194,879	35,216	171,377
India-rubber goods .....	4,897	23,831	5,073	24,688
Instruments, musical .....	3,709	18,060	4,841	23,559

<sup>a</sup> This should be greatly increased in the better class of goods.

<sup>b</sup> Our piano trade is likely to improve rapidly during the next few months or years, as we are now becoming able to compete with Germany in prices.

<sup>1</sup> During the year 1895-96, there was imported from the United States over \$6,000,000 worth of wheat and flour, but these importations being abnormal, are not included in these calculations.

*A comparison of 45 leading articles imported from the United States in 1897 and 1898—Continued.*

	1897.		1898.	
	English money.	United States equivalent.	English money.	United States equivalent.
<b>Iron and steel:</b>				
Pipes.....	£700	\$3,407	£1,641	\$7,986
Wire, black.....	175	851	6,127	29,817
Pig.....	6,837	30,839	13,771	67,017
Leather.....	21,478	104,523	39,175	190,643
<b>Machinery:</b>				
Agricultural.....	26,860	130,714	27,619	134,408
Electrical.....	887	1,883	40,714	196,135
Engines, steam.....	124	608	1,614	7,855
Weighing scales.....	310	1,509	2,539	12,356
Other.....	87,375	425,210	98,585	455,431
<b>Oils:</b>				
Kerosene.....	86,401	410,470	102,678	499,682
Other.....	15,628	76,054	16,094	78,321
<b>Paper, books, etc.:</b>				
Bags, plain.....	4,850	23,608	3,703	18,021
Printing and news.....	59,679	290,428	77,660	377,982
Books and periodicals.....	5,200	25,306	9,686	47,187
Plated ware, silver.....	5,152	25,072	9,621	46,821
Preserves.....	10,729	52,213	10,097	49,137
Soap, toilet and fancy.....	15,892	77,338	14,440	70,272
Sewing machines.....	18,756	80,276	18,435	89,714
Spirits, tinctures, fluids, etc.....	4,259	20,726	8,060	39,224
Stationery, sundries.....	7,616	37,068	7,041	34,265
Timber, rough.....	106,962	520,530	99,341	483,443
Tobacco and manufactures of.....	103,091	501,692	112,058	545,330
Tools, trades, etc.....	45,833	223,046	36,624	178,228
Typewriter materials.....	1,825	6,448	2,126	10,346
Watches and clocks.....	15,793	76,857	14,699	71,533
<b>Grand total.....</b>	<b>938,048</b>	<b>4,558,914</b>	<b>1,079,246</b>	<b>5,245,135</b>

*a* This trade is capable of considerable expansion, but better arrangements for supplying parts should be made.

The following, just received from Mr. Lockyer, chief collector of customs, gives the trade of the colony for the first half of 1899:

Trade with—	Imports.	Exports.	Total trade.
<b>Australasian Colonies.....</b>	<b>£4,911,645</b>	<b>£3,475,484</b>	<b>£8,387,079</b>
United Kingdom.....	3,826,822	3,182,487	7,009,309
Germany.....	404,368	336,343	740,711
France.....	112,245	657,345	769,590
United States.....	1,006,973	1,409,636	2,416,609
All other countries.....	784,638	1,154,472	1,939,110
<b>Total.....</b>	<b>£11,045,691</b>	<b>£10,215,717</b>	<b>£21,261,408</b>
<b>Total United States money.....</b>	<b>\$53,682,871</b>	<b>\$49,648,385</b>	<b>\$103,330,443</b>

These figures indicate a considerably larger import than export trade for the colony, but this erroneous appearance arises largely from variations in trade during different seasons of the year. To illustrate, for the first half of 1898 there were 215,000 bales of wool exported, valued at, say, £2,150,000, while for the second half, there were 598,000 bales exported, valued at approximately £5,980,000. On an average, the imports are much greater for the first half of each calendar year, while the exports are greater the second half.

GEO. W. BELL, *Consul.*

SYDNEY, *July 31, 1899.*

H. Doc. 481, Pt. 1—65



## NEWCASTLE.

*Exports other than coal.*

Bones .....	tons..	51
Coke .....	do..	12,099
Copper ingots .....	cwt..	2,221
Hay and chaff .....	do..	19,013
Flour .....	tons..	22
Live stock:		
Cattle .....		7,364
Horses .....		1,592
Sheep .....		19,481
Pigs .....		4,347
Manures:		
Bone dust .....	tons..	359
Other .....	do..	2
Meats:		
Frozen beef .....	cwt..	21,756
Frozen mutton .....	do..	60,144
Preserved .....	do..	2,330
Minerals:		
Tin .....	tons..	1,390
Silver lead .....	cwt..	109,579
Zinc spelter .....	do..	2,875
Solder .....	do..	210
Bronze .....	do..	855
Copper .....	tons..	1,000
Tallow .....	cwt..	15,775
Timber:		
Rough .....	feet..	948,300
Railway sleepers .....		23,290
Wool:		
Unwashed .....	bales..	146,676
Washed .....	do..	6,665
Total value .....		\$11,036,457.81
Total value of coal .....		4,255,394.85
Total value of exports .....		15,291,852.66

*Exports of coal.*

To—	Tons.	To—	Tons.
Victoria .....	617,065	Chile .....	367,989
Queensland .....	33,449	Ceylon .....	6,923
South Australia .....	387,404	Straits Settlements .....	61,066
West Australia .....	135,096	Sandwich Islands .....	82,180
Tasmania .....	66,318	New Hebrides .....	3,250
New Zealand .....	170,722	Celebes Islands .....	9,270
Hongkong .....	28,855	Ecuador .....	2,941
United States .....	163,570	Panama .....	35,649
New Caledonia .....	15,872	Mexico .....	19,884
Java .....	82,351	New Guinea .....	4,824
India .....	31,681	Molucca Islands .....	5,615
Philippine Islands .....	112,871	Great Britain .....	4,135
Fiji .....	14,826	Mozambique .....	1,390
Mauritius .....	11,971	China .....	3,257
Peru .....	38,290	Cape Colony .....	1,450
			2,520,126

Value, £874,516 (\$4,255,394.85).

The above does not include the large quantity of coal shipped from Newcastle to intercolonial ports, of which no record is kept. Nor does it include large quantities of coal sent to Sydney and there shipped to ports in America and other countries, for which credit is given to Sydney.

*Return of shipping, showing arrivals and departures (exclusive of coasters) at Newcastle during the year ended June 30, 1899.*

Period.	Inward.		Outward.	
	Number.	Tonnage.	Number.	Tonnage.
To December 30, 1898.....	734	964,626	746	963,264
To June 30, 1899.....	636	845,414	620	819,678
Total.....	1,370	1,800,040	1,366	1,782,942

*Revenue.*

Duty and excise.....	\$431,285.18
Tonnage rates.....	45,219.95
Harbor and light rates.....	39,888.23
Pilotage.....	45,560.80
Harbor removal dues.....	14,601.45
Queen's warehouse, etc.....	74.52
Total.....	576,610.11

*Imports.*

Article.	Quantity.	Value.
Agricultural implements.....	packages.. 1,024	\$58,585.08
Apparel, wearing.....	do. 1,198	182,558.78
Butter.....	pounds.. 438,538	84,360.78
Cement.....	barrels.. 14,102	26,781.68
Cheese.....	pounds.. 458,592	44,820.47
Drapery.....	packages.. 2,202	306,894.71
Drugs, etc.....	do. 591,717	83,941.06
Fish, dried and preserved.....	pounds.. 414,406	89,550.06
Fruits dried.....	do. 591,717	85,788.37
Grain:		
Bran.....	bushels.. 119,580	20,846.84
Flour.....	tons.. 5,338	191,988.29
Corn.....	bushels.. 19,936	9,280.95
Oats.....	do. 116,281	57,478.28
Pollard.....	do. 123,207	23,578.33
Wheat.....	do. 7,492	4,569.11
Hay and chaff.....	cwt.. 211,288	142,884.06
Hardware, etc.....	packages.. 2,126	29,374.19
Intoxicants:		
Beer.....	gallons.. 29,791	29,481.26
Spirits.....	do. 47,790	66,801.20
Wines.....	do. 1,843	2,686.31
Kerosene oil.....	do. 288,000	43,799.50
Machinery.....	packages.. 1,559	21,863.94
Meats, bacon, and hams.....	pounds.. 28,567	4,696.17
Milk, condensed.....	do. 200,048	21,354.20
Onions.....	cwt.. 14,055	12,540.97
Potatoes.....	do. 70,540	73,489.02
Salt, in bags.....	tons.. 3,459	19,086.41
Salt, rock.....	do. 2,495	10,122.32
Starch.....	pounds.. 221,976	12,399.84
Sugar.....	tons.. 1,673	122,046.95
Tea.....	pounds.. 49,712	10,989.89
Timber.....	feet.. 771,068	22,225.31
Other imports.....		880,886.50
Total.....		2,591,475.65

*Imports from the United States.*

Article.	Quantity.	Value.	
Agricultural implements.....	packages.....	9	\$452.58
Apparel, wearing.....	do.....	97	1,889.84
Arms, ammunition, etc:			
Cartridges.....	do.....	133	983.03
Guns, rifles, etc.....	do.....	11	608.31
Beekeepers' material.....	do.....	117	1,114.43
Bicycles.....	do.....	12	583.98
Blacking.....	do.....	147	1,343.15
Boots and shoes.....	do.....	23	871.10
Crockery.....	do.....	236	180.06
Clocks and watches.....	do.....	7	277.39
Drapery.....			10,020.12
Drugs, bottles, furniture, etc.....	packages.....	40	2,919.90
Fish:			
Dried.....	pounds.....	20,840	1,849.27
Salmon, canned.....	do.....	196,000	20,400.37
Oysters, canned.....	do.....	7,200	583.98
Fruits:			
Dried.....	do.....	5,936	759.17
Canned.....	do.....	29,312	3,932.13
Furniture.....	packages.....	60	433.12
Flour.....	cwt.....	3,754	8,594.24
Dentists' goods.....	packages.....	2	467.18
Grease.....	cwt.....	60	277.39
Glassware.....	packages.....	249	530.45
Hardware.....	do.....	783	5,993.81
Kerosene oil.....	gallons.....	352,400	52,329.47
Musical instruments:			
Organs.....		1	107.06
Pianos.....		1	345.52
Lamp ware.....	packages.....	145	978.16
Machinery.....	do.....	32	1,907.67
Meats:			
Bacon and hams.....	pounds.....	1,224	598.71
Preserved.....	do.....	10,395	3,323.82
Oils in bottle.....	dozen.....	270	77.86
Paints.....	cwt.....	15	238.46
Kalsomine.....	packages.....	38	826.06
Plated ware.....	do.....	11	321.19
Paper bags.....	cwt.....	33	350.89
Paper:			
Printing (for job work).....	tons.....	12	1,440.00
News.....	do.....	20	1,600.00
Plaster and plaster of paris.....	packages.....	125	214.13
Preserves.....	pounds.....	5,608	622.91
Resin.....	barrels.....	50	408.79
Soap:			
Toilet.....	pounds.....	4,996	1,388.29
Common.....	do.....	800	209.26
Perfumes.....	packages.....	4	155.78
Spirits (not alcohol).....	gallons.....	38	501.25
Stationery.....	packages.....	17	146.00
Timber:			
Doors.....		404	885.70
Rough.....	feet.....	28,000	907.63
Tinware.....	packages.....	16	219.00
Tobacco.....	pounds.....	1,453	574.25
Tools.....	packages.....	264	4,243.60
Turpentine.....	gallons.....	3,616	1,338.30
Woodenware.....	packages.....	2,216	1,662.15
Special hardware, doors, washing machines, glassware, etc.....			2,190.65
Total.....			144,270.91

The imports from the United States received here have increased considerably during the past year. Many lines never before seen here are now introduced and give satisfaction. One great drawback is the lack of direct communication with the United States. One of the leading importers here, in an interesting letter to me, says:

Referring to the writer's conversation with you about American goods, herewith we beg to hand you a list of goods that are imported from America to Newcastle via Sydney. We estimate the value of our imports for last year at about £20,000 (\$100,000), but in a season when maize and flour are imported largely, of course it would be nearly double this amount. Lately these cereals have not been required,

owing to the splendid seasons we have had in our colonies. We wish, however, to point out that there is great difficulty in getting American ships to bring the goods to Newcastle at the same rates as to Sydney, which is a drawback to trade in this large and important district. We would respectfully point out that Liverpool and London ships coming to Newcastle via Sydney make no advance in freights for the latter port, but with American ships the freights asked for Newcastle are prohibitive—in fact, considerably more than is charged by coast steamers running between Newcastle and Sydney.

Expense in Sydney might be saved if shippers who know that their goods are for Newcastle firms would arrange that such goods be sent direct to this port. Newcastle is the natural distributing center for northern New South Wales, and if American firms would insist that their business be done direct with Newcastle, thousands of pounds would be saved annually, with a corresponding increase of trade. I am informed that the Canadian Steamship Company is arranging for a rate to Newcastle that will be the same as for Sydney. Doubtless, if the business will justify such an arrangement, Newcastle will be made a port of call for this line of steamers.

# STATISTICS.

I give below some statistics of New South Wales for the year ended June 30, 1899, which are interesting and instructive.

## *Railways and post-office.*

Mileage of railways open for traffic, 2,971 miles; gauge, 4 feet 8½ inches.

Gross earnings .....	\$25, 035, 898. 42
Working expenses .....	8, 225, 690. 77
Net earnings .....	<u>16, 810, 207. 65</u>

### Per mile:

Gross earnings .....	1. 72½
Working expenses .....	. 93
Net earnings .....	. 79
Cost of construction and equipment .....	\$184, 870, 414. 92
Interest paid on capital, per cent .....	3. 83
Length of telegraph lines, miles .....	13, 242
Number of letters and postal cards transmitted .....	76, 981, 695
Number of newspapers transmitted .....	42, 570, 850

## *Revenue.*

Amount of revenue collected .....	\$47, 463, 864. 21
Amount of revenue per head .....	35. 26

## *Expenditure.*

Exclusive of loan expenditure .....	\$47, 367, 672. 12
Expenditure per head .....	35. 18
Public debt .....	310, 264, 268. 76
Public debt per capita .....	288. 64
Interest on public debt .....	11, 249, 077. 69

## *State schools.*

Number of schools .....	2, 602
Number of teachers .....	4, 759
Number of scholars .....	203, 910
Average attendance .....	141, 723

*Savings banks.*

Number of post-office savings banks .....	163,552
Number of other savings banks.....	78,813
Total .....	242,365
Amount of deposits.....	\$46,134,273.50
Average amount of deposits.....	\$190.11

*Liabilities of banks of issue.*

Notes in circulation .....	\$6,040,778.92
Bills in circulation .....	636,156.10
Balance due other banks.....	407,180.06
Non-interest-bearing deposits .....	54,823,166.43
Interest-bearing deposits.....	94,319,680.43
Total liabilities.....	156,226,961.94

*Assets of banks of issue.*

Coin .....	\$160,347,002.17
Bullion.....	945,833.47
Landed property .....	8,863,755.50
Notes and bills of other banks.....	1,106,072.72
Balance due from other banks.....	1,109,761.53
All other debts due the banks.....	162,617,542.98
Total assets .....	334,989,968.37

F. W. GODING, *Consul.*NEWCASTLE, *October, 1899.***NEW ZEALAND.**

According to all accounts, both official and unofficial, this colony has had a most prosperous year. Opportunities have been given to its people which were formerly denied to them; the Crown lands have been thrown open on advantageous terms; road and rail communication has been greatly improved; freights have been reduced; dairy products have increased in quantity and improved in quality. The gold fields and coal mines have been more extensively developed; labor has been better protected; industries have been fostered and improved. Cheap money is obtainable from the State, and the prosperous times of the present are thought to be general throughout the colony. Unlike the year 1896, there has been no boom or undue inflation, but simply a steady and healthy improvement which is founded on a sound basis.

The general outlook for the colony is promising, and it is generally thought that the year 1900 will be as satisfactory as that of 1899.

**WEALTH OF THE COLONY.**

The private and public wealth of New Zealand, as officially compiled for 1898, is as follows: Private wealth, as estimated from the probate returns, is £201,154,323 (\$978,917,523); public property, i. e., lands and improvements not owned by individuals, exclusive of Government railways, were, Crown lands, £12,986,848 (\$63,200,496); local authorities lands, £4,704,442 (\$22,894,166); educational lands, £2,969,438 (\$14,450,770); church and other lands, £2,274,651 (\$11,079,589); total,

£22,934,779 (\$111,612,102). Government railways, open and under construction, £16,762,455 (\$81,574,487); other public works, viz, telegraphs, light-houses, harbors, and water supply on gold fields, £4,551,327 (\$22,149,033); total public property, £44,248,561 (\$215,335,622). Total wealth, excluding native lands, £245,402,884 (\$1,194,253,135); native lands, with improvements, £7,007,522 (\$34,102,106). Total wealth, public and private, £252,410,406 (\$1,228,555,241).

## PUBLIC DEBT.

The gross public debt of the colony on March 31, 1899, was £46,938,006 (\$228,423,806), an increase of £1,974,582 (\$9,609,303) on that due at the end of the preceding financial year.

## TAXATION.

The direct taxation prior to 1892 consisted of a property tax of 1 penny (2 cents) on the pound on all assessed real and personal property (with an exemption of £500, or \$2,433) and the stamp duties; but in 1891 a land and income assessment act was passed, repealing the property tax.

The assessment act of 1891 provides for an ordinary land tax on the actual value of the land, and the owner is allowed to deduct any amount owing by him secured on a registered mortgage. Under the original act, the deduction for improvements might not exceed £3,000 (\$14,599), but by the amendment act of 1893 the value of all improvements whatsoever is exempted from liability to land tax. Besides this, an exemption of £500 (\$2,433) is allowed when the balance, after making deductions as above stated, does not exceed £1,500 (\$7,299); and above that a smaller exemption is granted, but ceases when the balance amounts to £2,500 (\$12,166). Mortgages are subject to the land tax. The revenue from the ordinary land tax is, in round numbers, about £215,000 (\$1,046,297) per annum. The rate of ordinary land tax for 1898-99 was 1 penny on the pound. Occupied native land is taxed one-half penny on the pound on the unimproved value. In addition to the ordinary land tax, there is a graduated land tax, which commences when the unimproved value is £500 (\$2,433). For the graduated land tax the present value of all improvements is deducted; but mortgages are not deducted. The act of 1893, while reducing the ordinary taxation on land by exempting all improvements, increased the graduated tax, and the revised rates are now one-eighth of a penny on the pound sterling when the value is £5,000 (\$24,333) and is less than £10,000 (\$48,665), from which the rate increases with the value of the property by further steps of an eighth of a penny until the maximum of 2 pence on the pound is reached, payable when the value is £210,000 (\$1,021,965), or exceeds that sum. This graduated tax yields, in round numbers, £83,000 (\$403,919) per annum, which is not included in the sum of £215,000 given above. Twenty per cent additional tax is levied in case of persons who have been absent from the colony for three years or more prior to the passing of the yearly taxing act. This amounts to about £1,000, and is included in the £83,000 (\$403,919) shown above. Income tax is levied on all incomes above £300 (\$1,459), and from taxable incomes a deduction of £300 is made.

The rate of income tax for 1898-99 was 6 pence (12 cents) on the pound

on the first taxable £1,000 (\$4,866) and 1 shilling (24 cents) on the pound on taxable incomes over £1,000 (\$4,866). Companies pay 1 penny (2 cents) on the pound, and are not allowed the £300 (\$1,459) exemption. The act of 1893 further disallowed the £300 exemption in the case of persons not domiciled in New Zealand. The revenue derived from income tax may be roughly set down at £115,500 (\$562,080) per annum. The indirect taxation is made up of customs duties and excise duty on beer made in the colony. The amount of revenue raised in 1898-99 by taxation was £2,707,099 (\$13,174,097), as against £2,335,761 (\$11,366,971) in 1895-96. Amount per head of population (excluding Maoris), £3 13s. 3d. (\$17.82) for 1898-99, as against £3 7s. 1d. (\$15.32) for 1895-96. The above figures give a correct idea of what 743,463 New Zealanders are called upon to pay in the way of annual taxes.

#### LABOR.

According to the annual report of the labor department, the steady upward tendency of trade and business from 1895 to 1897 has continued during the financial year ending March 31, 1899. The labor market has kept pace in its records of employment with the general expansion of industry, even though part of this expansion may be due to improved machinery, increased facilities of transit, and extended markets. During the year 2,115 men obtained work, or received temporary advances of passages, etc., to enable them to reach employment. Of these, 937 were single and 1,178 married, the latter having 4,759 persons dependent upon them. The woman's branch of the department in Wellington found employment for 426 women and girls. The total number of breadwinners and dependents benefited by the department amounted to 73,853.

#### AGRICULTURAL.

Mr. Ritchie, secretary to the agricultural department, says:

The weather during the harvest in the North Island and in the northern portion of the Middle Island was wet, and consequently a considerable quantity of grain was damaged, both in stook and in stack. In the southern portion of the Middle Island, however, the weather was fine, and the crops were saved in good condition. The actual yields of wheat, oats, and barley are considerably over the estimate as shown by the interim return, the figures being as follows: Wheat, estimated yield, 27 bushels per acre; actual yield, 32.76. Oats, estimated, 35 bushels per acre; actual, 39.56. Barley, estimated, 28 bushels per acre; actual, 36.73.

The wheat yield in Auckland was 249,046 bushels, average 20.3; Wellington, 550,411 bushels, average 29.4; Canterbury, 8,409,166 bushels, average 33.65; Otago, 3,329,660 bushels, average 33.37.

Oats: Wellington, 767,327 bushels, average 33.9; Canterbury, 5,890,132 bushels, average 41.2; Otago, 8,774,770 bushels, average 39.8.

Barley: Canterbury, 675,931 bushels, average 46.2; Otago, 440,191 bushels, average 31.3.

Maize: Auckland, 765,163 bushels, average 44.6.

Potatoes: Auckland, 51,048 tons, average 6.1; Wellington, 37,227 tons, average 8.7; Canterbury, 106,169 tons, average 8.5; Otago, 47,919 tons, average 7.1.

Total yield for the colony this year: Wheat, 13,073,416 bushels, against 5,670,117 last year; oats, 16,511,388 bushels, against 9,738,391 bushels; barley, 1,677,908 bushels, against 799,874 bushels. Cocksfoot shows a decrease of from 8,873,723 pounds to 6,943,039 pounds.

*Area and actual yield of corn crops, grasses, etc., for the years 1895-96 to 1898-99.*

Year.	Wheat.			Oats.		
	Acres.	Yield per acre, in bushels.	Total bushels.	Acres.	Yield per acre, in bushels.	Total bushels.
1895-96.....	245,441	28	6,843,768	364,747	34	12,263,540
1896-97.....	258,608	23	5,926,523	372,597	30	11,282,803
1897-98.....	315,801	17.95	5,670,017	354,819	27.44	9,738,391
1898-99.....	399,034	32.76	13,073,416	417,320	39.56	16,511,388

Year.	Barley.			Rye.		
	Acres.	Yield per acre, in bushels.	Total bushels.	Acres.	Yield per acre, in bushels.	Total bushels.
1895-96.....	35,356	29	1,035,762	3,366	23	78,421
1896-97.....	29,813	28	821,506	3,245	20	65,629
1897-98.....	29,920	23.72	709,874	1,915	20.47	39,202
1898-99.....	45,671	36.73	1,677,908	2,946	22.44	65,999

Year.	Maize.			Peas.			Beans.		
	Acres.	Yield per acre, in bushels.	Total bushels.	Acres.	Yield per acre, in bushels.	Total bushels.	Acres.	Yield per acre, in bushels.	Total bushels.
1895-96.....	13,834	44.18	611,200	7,200	27.05	194,753	4,863	35.55	172,866
1896-97.....	12,534	40.23	503,652	7,551	23.44	176,941	3,939	29.67	116,874
1897-98.....	14,837	44.12	653,914	6,752	18.13	122,447	2,994	19.42	58,162
1898-99.....	18,539	43.95	813,379	6,334	28.17	178,420	2,624	37.31	98,574

Year.	Rye grass.			Cocksfoot.			Potatoes.		
	Acres.	Yield per acre, in barrels of 20 pounds.	Total bushels.	Acres.	Yield per acre, in pounds.	Total pounds.	Acres.	Yield per acre, in tons.	Total tons.
1895-96.....	57,107	19.31	1,101,795	36,740	192	7,041,078	31,997	6.47	207,011
1896-97.....	41,818	19.94	833,788	49,622	168	8,356,638	29,990	5.25	157,529
1897-98.....	35,167	21.31	749,603	58,640	151	8,773,723	36,402	4.95	180,338
1898-99.....	66,295	25.01	1,657,482	46,275	150	6,943,039	38,604	7.73	298,561

In the final return of last year a surplus of 291,119 bushels was shown, but this must be reduced by 100,778 bushels used for seed in excess of that estimated, leaving only 190,341 bushels of a surplus. This shortage may be attributed to either of the following causes:

(1) Owing to the drought, a large area, estimated at 30,000 acres, was deducted from the acreage under wheat for thrashing. It is just possible that this was over-estimated; or

(2) The consumption may have been less than 6 bushels per head on the population—(a) owing to the high price of bread, or (b) a decreased quantity fed to pigs and poultry.

The estimate of 6 bushels per head for consumption for all purposes may be too liberal an allowance, but it is somewhat difficult to arrive at the exact figures.

*Oats.*—For thrashing there were 417,320 acres, or an increase of 62,501 acres over last year. The yield is also very much higher, and, as a considerable proportion of this crop is grown in the south of the Middle Island, the quality should be above the average.

*Barley.*—For thrashing there were 45,671 acres, or an increase of 15,751 acres. The yield is likewise much higher, but, unfortunately, much of the grain was discoloured owing to the wet.



*Maize*.—There were 18,539 acres, or an increase of 3,702 acres over last year. In Whakatane and Tauranga counties the caterpillars caused considerable damage, estimated at 8 bushels per acre. Very little thrashing has yet been done, therefore only an estimate of the yield is given.

*Peas, beans, and tares*.—The acreage under these varies very little. The yield, however, is higher.

*Linseed*.—It will be observed that there is a very large reduction in the area returned—only 469 acres, as against 1,017 acres the previous year. With the demand there is for the seed, it is difficult to account for the apathy shown by farmers with regard to this crop.

*Rye grass*.—The area under this heading for seed is as follows:

Land plowed.....	acres..	63,412
Land not plowed.....	do....	2,883
		<hr/> 66,295
At 25.01 bushels per acre.....	bushels..	1,657,482
Seed on hand November 15, 1898.....	do....	60,375
		<hr/> 1,717,857
Available for disposal, 1898-99.....	do....	1,717,857

Where the crop was saved in good order, there should be some very prime samples of seed. Several phenomenal yields are reported from the south—from 50 to 70 bushels per acre.

*Cocksfoot*.—The area under this crop is as follows:

Land plowed.....	acres..	5,390
Land not plowed.....	do....	40,885
		<hr/> 46,275
At 150 pounds per acre.....	pounds..	6,943,039
Seed on hand November 15, 1898.....	do....	1,012,491
		<hr/> 7,955,530
Available for disposal, 1898-99.....	do....	7,955,530

*Potatoes*.—The area under this crop is increased by 2,202 acres, and the yield is given at 7.73 tons per acre, as against 4.95 tons last year. The tubers are reported to be of good quality.

#### IMPORTS OF NEW ZEALAND.

The total value of imports to the colony for the year 1898 was £8,230,600 (\$40,054,215), being an increase on the corresponding total in 1897 of £175,377 (\$853,472). The figures, however, include specie. The value of coin brought into the colony in 1898 was £19,191 (\$93,393), against £61,022 (\$296,964) in the previous year, and if these items are excluded the increase on the values of all other articles will be found to reach the sum of £217,208 (\$1,057,043). The value of imports for the year 1888, exclusive of specie, was £5,430,050 (\$26,425,338); for 1893, £6,494,279 (\$31,604,408); for 1896, £7,035,379 (\$34,237,672); for 1897, £7,994,201 (\$38,903,779), and for 1898, £8,211,409 (\$39,960,822).

#### Imports of principal articles in 1894 and 1898.

Articles.	1894.	1898.	
	English money.	English money.	United States equivalent.
Apparel and' slope .....	£301,774	£254,940	α \$1,723,000
Boots and shoes .....	139,455	130,912	533,000
Cotton piece goods .....	342,446	417,738	2,019,000
Drapery .....	294,800	343,820	1,669,000
Haberdashery .....	71,505	85,985	414,000
Hats and caps .....	46,785	66,416	321,000
Hosiery .....	59,237	75,736	365,000

α In round numbers.

*Imports of principal articles in 1894 and 1898—Continued.*

Articles.	1894.	1898.	
	English money.	English money.	United States equivalent.
Linen manufactures.....	£48,851	£56,572	\$273,000
Millinery.....	23,480	36,074	175,000
Silks.....	57,965	79,910	379,000
Woolens.....	178,668	286,911	1,392,000
Total.....	1,559,966	1,985,009	9,417,000
Agricultural implements.....	8,942	17,284	78,000
Cutlery.....	16,913	22,722	107,000
Hardware and ironmongery.....	171,179	248,665	1,206,000
Iron rails and railway bolts.....	83,964	42,773	204,000
Iron, pig, wrought, wire, etc.....	344,434	554,124	2,696,000
Steel and steel rails.....	10,164	422,011	2,058,000
Machinery.....	156,199	36,792	175,000
Nails.....	27,968	57,224	277,000
Railway plant.....	8,843	30,618	146,000
Sewing machines.....	21,797	70,631	341,000
Tools, artificers'.....	41,196		
Total.....	836,589	1,502,794	7,309,000
Beer.....	89,393	37,844	180,000
Spirits.....	153,560	187,020	910,000
Tobacco.....	124,737	161,836	784,000
Wine.....	40,412	48,514	238,000
Total.....	358,122	425,214	2,107,000
Paper.....	117,259	133,901	652,000
Printed books.....	105,597	109,961	535,000
Stationery.....	71,624	96,469	476,000
Total.....	294,380	342,331	1,663,000
Bags and sacks.....	62,497	111,116	540,000
Coal.....	105,191	106,223	511,000
Fancy goods.....	71,257	103,786	506,000
Fruits, fresh, preserved, bottled, dried, etc.....	133,829	181,447	781,000
Oils.....	111,654	162,523	798,000
Other imports, excluding specie.....	1,859,635	2,722,979	13,251,000
Total imports, excluding specie.....	5,990,177	8,211,409	39,969,000
Specie imported.....	797,843	19,191	92,000
Total imports.....	6,788,020	8,230,600	40,061,000

The declared value of the clothing, drapery, etc., imported increased from £1,928,896 (\$9,386,972) in 1897 to £1,935,009 (\$9,416,721) in 1898. In 1894, the value of the import was £1,559,966 (\$7,591,521). The iron, machinery, and implements imported in 1898 were valued at £1,502,794 (\$7,313,347), an increase of £721,192 (\$3,509,680) on the corresponding figures for 1895 (£781,602) (\$3,803,666). To the total value of "other imports, excluding specie," in 1898 (£2,722,979 or \$13,251,377), shown in the table above, arms, ammunition, and explosives contributed a sum of £99,259 (\$473,311); bicycles, tricycles, and fittings, £141,451 (\$688,371); drugs, chemicals, and druggists' wares, £166,212 (\$808,871); patent medicines, £36,137 (\$170,994); manures, £112,846 (\$549,165); musical instruments, £81,947 (\$398,795); glass and glassware, £87,912 (\$427,824); earthenware, £38,917 (\$189,390); floor cloth and oilcloth, £56,167 (\$273,337); furniture, cabinet ware, and upholstery, £46,210 (\$224,881); cement, £41,221 (\$199,500); leather, £73,476 (\$356,000); seeds, £78,183 (\$380,000), and timber, £68,440 (\$331,000). Goods imported by means of the "Parcels Post" system during 1898 were valued at £57,627 (278,000).

The value of sugar (including glucose, molasses, and treacle),

imported in 1898, was £425,270 (\$2,069,000), an increase of £51,863 (\$249,00) on the amount for 1897. This import for the last three years has averaged only £406,937 (\$1,976,000) per annum; but for the three years 1882, 1883 and 1884, the average, with a much smaller population, was £615,207 (\$2,933,905) for each year. The smaller average amount for the last three years is due, not to a reduction in the quantity imported, but partly to a decline in the price of sugar, and also to the fact that the proportion of refined to raw sugar has vastly decreased.

#### IMPORTS FROM DIFFERENT COUNTRIES.

The imports from the United Kingdom to New Zealand in 1898, were valued at £5,148,833 (\$25,056,796), or a decrease of £243,905 (\$1,186,864) in the imports from this source for the previous year (1897). From British colonies and possessions the imports were £1,927,817 (\$9,381,721), an increase of £264,832 (\$1,288,804) on the amount in 1897.

The following are the values of imports from the more important countries or places in 1897 and 1898, given in the order of the increase or decrease from each:

Country.	1897.		1898.		Increase.
	English money.	United States equivalent.	English money.	United States equivalent.	
United States (east coast) .....	£521,989	a \$2,540,000	£700,555	\$3,406,000	£178,616
Fiji .....	223,663	1,090,000	320,886	1,562,000	97,223
New South Wales (Australia) .....	547,424	2,662,000	641,804	3,119,000	94,380
Victoria (Australia) .....	290,619	1,411,000	332,422	1,515,000	41,808
Queensland .....	106,696	488,000	119,748	579,000	14,048
Bengal .....	188,676	914,000	201,843	988,000	13,167
Japan .....	30,156	146,000	39,476	190,000	9,321
South Australia .....	25,599	121,000	28,802	141,000	3,203
Canada .....	47,303	229,000	54,434	262,000	7,131
France .....	16,382	78,000	20,698	97,000	4,311
Belgium .....	38,471	160,000	38,013	185,000	4,542
Hongkong .....	26,030	127,000	26,615	128,000	585
Sweden .....	5,352	24,000	5,896	24,000	544
British Columbia .....	13,622	63,000	17,067	82,000	3,435

Country.	1897.		1898.		Decrease.
	English money.	United States equivalent.	English money.	United States equivalent.	
United Kingdom .....	£5,392,738	\$26,240,000	£5,148,833	\$25,057,000	£243,905
United States (west coast) .....	106,106	515,000	99,856	482,000	6,249
Holland .....	15,398	73,000	10,780	48,000	4,618
Germany .....	157,066	764,000	153,102	745,000	3,964
Philippine Islands .....	9,018	44,000	5,251	24,000	3,767
Greece .....	8,690	39,000	6,077	29,000	2,613
Switzerland .....	6,403	24,000	8,756	19,000	1,647
West Indies .....	1,862	4,000	423	1,900	1,439
Italy .....	6,423	26,300	4,619	19,000	904
Spain .....	1,626	7,800	1,453	4,000	172

a The reductions to United States currency are given in round numbers.

#### TARIFF.

The rates of duty levied under the new tariff during the year included 16s. (\$3.89) per gallon on spirits, 30s. (\$7.30) per gallon on perfumed spirits, 7s. (\$1.70) per pound on cigars and snuff, 17s. 6d. (\$4.26) per 1,000 of 2½ pounds and under and 6d. (12 cents) per ounce weight over

2½ pounds per 1,000 on cigarettes, 3s. 6d. (85 cents) per pound on manufactured and 2s. (47 cents) on unmanufactured tobacco. Sparkling wine is taxed 9s. (\$2.19) a gallon; Australian, 5s. (\$1.22); all other kinds, 6s. (\$1.46); ale and beer, 2s. (49 cents). The duty on tea is 4d. (8 cents) the pound; on cocoa, chocolate, and chicory, 3d. (6 cents); raw coffee, 2d. (4 cents); roasted, 5d. (10 cents); sugar, molasses, and treacle, ¼d. (1 cent), and glucose, 1d. (2 cents) per pound. Opium is charged 40s. (\$9.73) a pound.

The remainder of the customs revenue, with small exception, is made up of charges on goods by weight, ad valorem duties ranging from 5 to 40 per cent, and receipts from the foreign parcels post. There is also an excise (internal) duty of 1s. (24 cents) per pound on tobacco; 1s. 6d. (36 cents) per pound on cigars, cigarettes, and snuff; 3d. (6 cents) per gallon on beer; 9d. (18 cents) per pound on tinctures, etc., manufactured in the colony, containing more than 50 per cent of proof spirits and 3d. (6 cents) per pound when less than 50 per cent.

#### AMERICAN EXPORTS TO NEW ZEALAND.

Notwithstanding the enormous increase in the exports from the United States to this colony, namely, £172,367 (\$838,824.01) in 1898 over those of 1897, I feel it my duty to call the attention of our home people to the fact that this large increase might have been far greater had the shippers been more careful in handling orders. For that reason I beg to refer to facts which can not be gainsaid. During my incumbency of this consulate I have made it a point to keep constantly before the trade the fact that we make the best manufactures of any nation in the world, and in this I have been perfectly sincere; but I am now forced to admit that our shippers are either indifferent to their interests or unfamiliar with the requirements for properly shipping export goods. For instance, about eight months ago a well-known firm in this city forwarded orders to eleven different American firms with detailed instructions for the filling and shipping of goods, also as to the manner of drawing upon the importers, etc. What was the result? Not one of these firms followed instructions, and when the goods arrived here there was endless confusion, annoyance, and expense, simply because of the carelessness in packing, shipping, and drawing for the money. In the two years last passed, during which time I have had two capable and well-known men in the field trying to introduce new lines of American goods, many instances of like nature have presented themselves to my notice. In several cases goods were shipped and a draft sent to some one of the banks for collection. The only papers accompanying the draft were the invoices. The bills of lading were not sent, and as the goods arrived before the purchasers could communicate with our people they were obliged to give a bond of indemnity before they could secure the goods. One firm shipped to their own order and wrote on the bill of lading, which was a "local one," covering only "Chicago to New York," "deliver to ———, Auckland." There being no alternative, the draft was met, and the firm paying it is still looking for the through bill of lading, which has not yet arrived. The goods are expected any day now, and if the bill of lading is not soon received there will be a good deal of trouble and expense involved to get them, or they must wait patiently for several months to get replies to the letters sent to America and in the mean-

time pay storage on the goods, which will very nearly equal one-quarter of their value.

There are several other instances somewhat similar. The people at home appear to be under the impression that there is nothing required of them beyond handing the goods to a railroad, and that by some hook or crook they will find their way here; how they know not, and apparently care not. Frequently the packing of goods that are shipped here is very bad, especially in glassware. I dare say these goods would travel in inland carriage without breakage; that is, for a moderate distance, but when they are subjected to an ocean voyage of over 16,000 miles the motion, vibration, etc., of the ship shakes down the packing, and the consequence is that the unfilled inside space causes breakage and other damage.

Another complaint that very frequently reaches my ears is this—that the carriage from the railroad to the vessel in New York (oftentimes not exceeding a mile or two in distance) is nearly equal to the ocean freight itself. This certainly is wrong and should be rectified at an early date. In this connection I will quote a case that was brought to my notice by an American commercial traveler only a few days ago. On five cases of goods, the measurements of which were about  $1\frac{1}{2}$  tons, the ocean freight was, roughly speaking, \$7.59, while the charges for transfer in New York City were \$6. This party assures me that there are instances when it has been even worse than this, but this occurred very recently. Inland carriage is all out of proportion to ocean freight, but as this has to be paid by some one it would be less objectionable if it were added to the first cost of the goods.

There is also very great carelessness in filling orders.

There recently reached here a large shipment of lamps, most of them handsome drawing-room lamps. The draft was paid and the goods opened, when it was discovered that not one had the top ring or screw (as they call the top here). In other words, the top, through which the wick runs and on which the chimney rests, was missing in each and every lamp. What is to be done in a case like that? The consignee came to me with his "war paint on," and what could I do to appease his wrath? It is an easy matter for a buyer at home, if an order is filled contrary to specifications, to refuse to accept the goods or to have the mistakes rectified, but when goods are shipped abroad a draft is attached to the documents and has to be paid before the goods reach here. This is annoying and creates a prejudice against us, because the goods oftentimes have been sold ahead, and are upon their arrival here found to be totally unlike those that were ordered and sold by the Auckland merchant. I hear this complaint on every side. A well-known merchant recently told me that he had so much trouble of this kind that he no longer dared to send orders to the States, because he never knew what the goods would be when they reached him nor what the "contingents" would amount to. "I am," said he, "quoted a price f. o. b. in Cincinnati, Chicago, New York, or elsewhere, as the case may be, but I never know what the goods and the extra charges on the same will be when they reach me." Not so very long ago an order for a particular make of iron goods was sent to a well-known house in America. When the goods reached here they were found to be unlike those ordered, and some of them broke when being placed in position. The consignee, who is one of Auckland's oldest and most prominent merchants, now refuses to handle this firm's goods. Some merchants who

have had a similar experience, but who like American goods in general, frequently buy them secondhand from English and German houses, from whom they get very much more favorable terms of credit than if ordered direct, but of course at higher prices. As a natural sequel the consumption is proportionately restricted. I have in former reports referred to the much more favorable terms of credit that English and German houses offer this trade than can be gotten from American houses. This of itself naturally causes a leaning to the former.

#### AGENCIES.

There are some agencies in the Atlantic seaboard cities which make a specialty of the foreign trade. These people do the shipping and financial part of the business fairly well; but it is not to the advantage of a large buyer to purchase their goods through these agents. I am told they charge a commission for buying; also a commission on freight, insurance, and incidental expenses. I am also advised that they receive a commission from the sellers as well, so that by the time the goods reach their destination, the price is fully 20 per cent more than it should be.

Goods purchased from European houses are shipped direct to the distributors here, and the commission that American goods (if handled by agents) have to carry is saved. The consequence is that their prices are frequently lower than ours, and therefore, to a great extent, they control the market. All American goods for this country should be priced f. o. b. at the port of departure, and all charges, such as freight, insurance, etc., should be paid in advance and added to the statement, not to the invoices. When goods are shipped from an inland point they should be shipped on a through bill of lading over one of the large transportation lines, and in every instance the bill of lading should follow the goods, so that they can be obtained by the consignee as soon as they arrive. In no case should goods be shipped on a local bill of lading.

Our people who wish to enter this South Sea market should be represented directly. One good man can represent a dozen firms, and the expenses can be divided pro rata.

The financial part of the business is simple. The business morality of the New Zealand merchant, generally speaking, is comparatively high. There is very little risk; failures are few. Ninety per cent of the goods are said to be sold for cash, on receipt of documents, and almost any bank in the United States will accept documents, and sight draft as a cash deposit. They will forward them to their correspondents, who will hold them against the arrival of the goods. Whatever interest charges there are on the draft are paid here. This means cash as soon as the goods leave the place of origin, with practically no risk, and is a very clean way to do business. As previously remarked, our trade in this land is rapidly growing, but if our merchants will follow my suggestions, as given above, it can be made to grow much more rapidly. I am doing all in my power to foster this trade. Let my countrymen do all in their power to assist me.

#### EXPORTS AND TOTAL TRADE OF NEW ZEALAND, 1898.

The value of all the exports in 1898 was £10,517,955 (\$51,185,628); the value of New Zealand produce exported, £10,324,988 (\$50,246,554);

being at the rate of £13 17s. 9d. (\$67.58) per head of population, against £13 6s. (\$64.72) for the previous year. The increase in the value of the exports of New Zealand produce for 1898 over that of 1897 amounted to £728,721 (\$3,546,320), or at the rate of 7.59 per cent. This is a considerably higher rate of increase than the results for the year 1897 showed over those of 1896, when the amount was £418,931 (\$2,038,728), and the percentage 4.56.

A comparative statement of exports, according to value for the last two years, is given below, showing the amount for various principal articles, being the produce of manufacture of the colony, classified according to their nature in groups:

	1897.		1898.		Increase.		Decrease.	
	English money.	United States equivalent. a	English money.	United States equivalent. a	English money.	United States equivalent. a	English money.	United States equivalent. a
<b>The mine:</b>								
Coal .....	£69,596	\$336,000	£50,381	\$248,000	.....	.....	£19,214	\$92,000
Gold .....	980,204	4,769,000	1,080,691	5,255,000	£100,487	\$486,000	.....	.....
Silver and mineral .....	31,144	151,000	43,471	209,000	12,327	58,000	.....	.....
<b>Total .....</b>	<b>1,080,948</b>	<b>5,260,000</b>	<b>1,174,543</b>	<b>5,707,000</b>	<b>93,600</b>	<b>447,000</b>	.....	.....
<b>The fisheries:</b>								
Fish .....	17,198	82,000	15,609	73,000	.....	.....	1,589	9,000
Oysters .....	1,644	7,700	4,373	19,000	2,729	1,800	.....	.....
Other .....	185	400	358	1,000	173	600	.....	.....
<b>Total .....</b>	<b>19,027</b>	<b>93,000</b>	<b>20,340</b>	<b>97,000</b>	<b>1,313</b>	<b>4,000</b>	.....	.....
<b>The forest:</b>								
Kauri gum .....	398,010	1,936,000	586,767	2,856,000	188,757	920,000	.....	.....
Lumber, sawn and hewn .....	154,169	749,000	164,723	808,000	10,554	54,000	.....	.....
Fungus .....	10,240	48,000	7,093	34,000	.....	.....	3,147	14,000
Other .....	2,120	9,700	2,787	9,700	667	2,900	.....	.....
<b>Total .....</b>	<b>564,539</b>	<b>2,745,000</b>	<b>761,370</b>	<b>3,702,700</b>	<b>196,831</b>	<b>957,700</b>	.....	.....
<b>Animals and produce</b>								
Agricultural products .....	7,232,331	35,194,500	7,694,080	37,442,000	461,749	2,247,500	.....	.....
Manufactures .....	495,175	2,409,000	410,677	2,000,000	.....	.....	84,498	409,000
Miscellaneous .....	197,601	958,700	258,805	1,296,000	58,204	277,300	.....	.....
	6,651	29,000	10,173	48,000	3,522	19,000	.....	.....
<b>Total exports (colonial produce and manufactures) .....</b>	<b>9,596,267</b>	<b>46,698,000</b>	<b>10,324,988</b>	<b>50,246,000</b>	<b>728,721</b>	<b>3,548,000</b>	.....	.....
Specie .....	275,771	1,388,000	68,117	331,000	.....	.....	207,654	1,007,000
Other exports (British and foreign) ..	144,955	705,000	124,850	608,000	.....	.....	20,105	103,000
<b>Total exports .....</b>	<b>10,016,993</b>	<b>48,747,000</b>	<b>10,517,955</b>	<b>51,285,000</b>	<b>500,962</b>	<b>2,488,000</b>	.....	.....

a Reductions to United States currency are given in round numbers.

#### KAURI RESIN.

The kauri-gum industry has grown wonderfully of late years. The increase of £196,831 (\$957,858), or 34.87 per cent, since 1897 shows its importance to this colony. A great part of each year's product is exported to the United States, where it is used in the manufacture of our finer grades of varnish. Although a true resin, it is commonly miscalled "kauri gum." It is the solidified turpentine of the kauri

and occurs in great abundance in a fossil condition in the northern part of the Auckland provincial district, from the North Cape to middle Waikato, and is dug up alike in the driest fern hills and the deepest swamps. The purest samples are found on the Cape Colville peninsula. At the present time, there are 7,000 persons working in the gum fields. In the fossil state, kauri resin occurs in larger or smaller lumps, from the size of a walnut to that of a man's hand, but pieces have been found weighing more than 100 pounds. When scraped, the best specimens are of rich, brown color. Frequently, however, translucent or even transparent specimens are found, occasionally with leaves, seeds, or small insects inclosed. These are made into the most beautiful curios and are in great demand, even at fabulous prices. Transparent or semitransparent specimens are also used as a substitute for amber in the manufacture of mouthpieces for cigar holders, pipes, etc.

As before remarked, the great bulk is used in the manufacture of oil varnishes, and in America, where such large quantities of varnish are made, it holds the chief place in the market. In 1860, the export of gum was only 1,046 tons, valued at £9 (\$43.79) per ton; but in 1898 it amounted to 9,905 tons, and was valued at £59 4s. 9d. (\$288.28) per ton; total, £586,767 (\$2,855,500.)

The gum fields north of Auckland City comprise 724,000 acres; those south and east of Auckland, 90,000 acres; total, 814,000 acres. This area consists of 435,000 acres of Crown lands, 166,000 acres of native lands which are not yet adjudicated upon by the native land court, and 213,000 acres of private lands held by natives or Europeans. This total area of 814,000 acres comprises the land known up to the present time to be gum bearing, but may be greatly augmented by new discoveries, which are constantly being made.

#### WOOL PRODUCED AND EXPORTED.

The quantity of wool exported in 1898 was 150,400,000 pounds, valued at £4,645,804 (\$22,608,805), and the product for each year of the last eleven years ending on the 30th of September was as follows:

Year ending September 30—	Quantity exported.	Quantity purchased by local mills.	Total annual product.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
1888.....	89,276,268	4,079,563	93,355,831
1889.....	95,618,507	3,556,004	99,174,511
1890.....	102,522,185	2,979,298	105,501,478
1891.....	108,619,473	2,918,073	111,537,546
1892.....	110,860,050	3,388,564	114,248,614
1893.....	119,643,874	2,629,855	122,273,729
1894.....	128,480,457	2,476,155	130,956,612
1895.....	129,333,769	3,299,132	132,632,901
1896.....	128,309,673	3,989,334	132,299,007
1897.....	134,410,955	3,298,469	137,709,424
1898.....	150,401,399	3,763,331	154,165,230

From these figures it will be observed that the wool clip has increased by 65.14 per cent within the last eleven years.

The increase in the wool production is, of course, mainly due to the greater number of sheep, namely, 19,673,725 in April, 1898, against 15,122,133 in May, 1888, although in the present year, 1899, the num-



ber of sheep is only 19,210,702. The following table gives the number of sheep in the colony for the years 1898-99, by districts:

	1898.	1899.	Increase.	Decrease.
Auckland .....	898,515	901,822	2,807	.....
Napier .....	4,525,348	4,514,860	.....	10,488
Wellington-West Coast .....	4,441,082	4,514,519	73,457	.....
Marlborough-Nelson .....	936,986	869,958	.....	76,938
Canterbury-Kaikoura .....	4,910,385	4,755,497	.....	154,888
Otago .....	3,961,459	3,664,551	.....	296,908
Total .....	19,678,725	19,210,702	76,244	589,267
Less increase .....	.....	.....	.....	76,244
Total decrease .....	.....	.....	.....	463,023
Increase, North Island .....	.....	.....	.....	65,756
Decrease, South Island .....	.....	.....	.....	528,779

The shortage of 463,023 sheep is attributed to the effect of the continuous drought which existed up to the middle of last year. In the interim return for 1898, it was shown that there had been an increase of 785,235 carcasses of mutton and lambs exported, and over 200,000 old sheep boiled down in excess of the average, or close on a million of sheep dealt with over the previous year. A considerable number of these would have come into the returns for this year except for the shortage in feed and consequent necessity of disposing of them. Further, there was a considerable mortality in many flocks last spring, the ewes and young sheep being in low condition.

The export of mutton and lambs shows a decrease of 263,442 carcasses for the year ending March 31, 1899.

#### TRANSPORT AND COMMUNICATION.

The shipping entered inward during 1898 comprised 620 vessels of 765,255 tonnage, while entered outward were 622 vessels of 765,793 tons. Comparison with the figures for the previous year shows in the entries an increase of 20 vessels and 90,460 tons. Of the vessels inward, 152, of 329,065 tons, were British; 399, of 369,840 tons, Colonial; and 69, of 66,350 tons, foreign. Among the 69 last named were 24 American, of 60,253 tons. Those outward numbered 150, of 322,150 tons, British; 403, of 377,102 tons, Colonial; and 69, of 66,541 tons, foreign, among which were 24 American. Compared with the figures for 1897, there was an increase of 4 vessels and 29,047 tonnage in Colonial vessels entered, and an increase in the British shipping entered of 19 vessels and 53,045 tons. Of the entries, 264, of 132,450 tons, were sailing vessels, and 356, of 632,805 tons, steamers. Of the clearances, 271, of 135,833 tons, were sailing vessels, and 351, of 629,960 tons, steamers.

The figures given apply to the foreign trade only; but in a new country, such as New Zealand, as yet deficient in roads, but having an extensive seaboard and a number of good harbors, the coastal trade must be relatively very large, as is evidenced by the figures next given:

#### *Shipping entered and cleared coastwise, 1898.*

	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
Sailing vessels .....	4,841	297,329	4,683	301,896
Steamers .....	15,053	5,596,449	15,074	5,599,538

The total number of vessels entered coastwise was thus: 19,894, of 5,895,778 tons, a decrease of 374 vessels, but an increase of 432,505 tons over the figures for 1897. The clearances coastwise were 19,757 vessels, of 5,901,434 tons, a decrease of 321 vessels, but an increase of 455,285 tons over the number for the previous year.

## MAIL SERVICES.

The cost of the various mail services between England and New Zealand in 1898 was as follows:

## SAN FRANCISCO SERVICE.

	English money.			United States equivalent. <sup>a</sup>
	£	s.	d.	Dollars.
<b>PAYMENTS.</b>				
Subsidies, etc .....	27,245	17	8	131,000
Interprovincial and other charges .....	3,668	8	11	14,500
Total .....	30,904	6	7	145,500
<b>RECEIPTS.</b>				
Postages received from England and the Australian colonies .....	10,941	17	2	53,000
Postages collected in the colony .....	10,398	17	9	48,000
Total .....	21,340	14	11	101,000
Loss to New Zealand .....	9,568	11	8	.....

## PENINSULAR AND ORIENTAL AND ORIENT LINES SERVICES.

	£	s.	d.	Dollars.
<b>PAYMENTS.</b>				
To Peninsular and Oriental and Orient lines .....	1,476	16	2	4,800
Transit across Australia .....	68	11	4	88
Transit across European Continent .....	138	18	11	480
Intercolonial services .....	635	6	9	2,919
Total .....	2,319	13	2	8,232
<b>RECEIPTS.</b>				
Postages received from England and from foreign offices .....	298	10	9	978
Postages collected in New Zealand .....	1,281	0	0	4,800
Total .....	1,574	10	9	5,773
Loss to New Zealand .....	745	2	5	2,459

## VANCOUVER SERVICE.

	£	s.	d.	Dollars.
<b>PAYMENTS.</b>				
Subsidies, etc .....	9,369	16	4	45,598
Interprovincial and other charges .....	3,661	10	1	17,770
Total .....	13,021	6	5	63,368
<b>RECEIPTS.</b>				
Postage collected in New Zealand .....	5,226	9	0	25,484
Penalties for late arrival of letters, etc. ....	1,048	0	0	5,000
Total .....	6,274	9	0	30,534
Loss to New Zealand .....	6,746	17	5	32,834

<sup>a</sup> In round numbers.

The total amount of postage collected and contributions received for all these services in 1898 was £29,189 14s. 8d (\$142,052).

The average number of days in 1898 within which the mails were delivered between London and each of the following-mentioned ports in New Zealand were:

London to—	San Francisco service.	Pacific and Orient line.	Orient line.
Auckland .....	31. 92	33. 15	39. 96
Wellington .....	33. 08	39. 00	40. 27
Dunedin .....	34. 54	40. 87	40. 87
Bluff .....	35. 29	40. 12	40. 12

#### RAILWAYS.

The length of government railways open for traffic on the 31st of March, 1899, was 2,090 miles, the total cost having been £16,404,076 (\$79,830,436) (besides £786,891, or \$3,829,405), spent on unopened lines), and the average cost per mile £7,848 (\$38,192). The cash revenue for the year 1898-99 amounted to £1,469,665 (\$7,152,125), and the total expenditure to £929,737 (\$4,524,565.) The net cash revenue (£539,928) (\$2,627,560) was equal to a rate of £3 5s. 10d. (\$16.02) per cent on the capital cost; the percentage of expenditure to revenue was 63.26. The earnings on some of the lines ranged as high as £5 11s. (\$27), and even £13 3s. 6d. (\$54.11) per cent. In addition to the above railways, there were 167 miles of private lines open for traffic on the 31st of March last, namely, the Wellington-Manawatu Railway, 84 miles; the Kaitangata Railway Company's line, 4 miles, and the Midland Railway, 79 miles.

The cost of the construction of the Wellington-Manawatu Railway was £767,665 (\$3,735,842), being at the rate of £9,139 (\$44,475) per mile. The term "cost of construction," as applied to New Zealand railways, includes value of equipment, rolling stock, etc., not merely the road line and buildings. The revenue of this road for the twelve months ended the 28th of February, 1899, amounted to £86,119 (\$419,098), and the working expenses to £39,310 (\$191,302)—equivalent to 45.64 per cent of the revenue.

The traffic return from the opened part of the Midland line for the year ended 31st March, 1899, was £20,204 (\$98,323), and the expenditures £20,000 (\$97,330)—equivalent to 99.99 per cent of the revenue. The total expenditure on the construction of this line has been about £760,000 (\$3,698,540).

#### TELEGRAPH LINES.

There were 6,736 miles of telegraph line open at the end of March, 1899, carrying 18,746 miles of wire; 2,960,738 telegrams were transmitted during the year. Of these, the private and press messages numbered 2,717,548, which, together with telephone exchange and other telegraph receipts, yielded a revenue of £145,294 13s. 7d (\$707,076).

#### BANKS OF ISSUE.

There are five banks of issue doing business in New Zealand, the Bank of New Zealand and the Colonial Bank having amalgamated in

1895. Two of the five banks, the Bank of New Zealand and the National Bank of New Zealand (Limited), are wholly New Zealand institutions, with a paid-up capital of £1,250,000 (\$6,083,125), besides which the Bank of New Zealand has £2,000,000 (\$9,733,000) of 4 per cent guaranteed stock. The government holds shares to the value of £500,000 (\$2,433,250) in the Bank of New Zealand. The total average liabilities of all five banks for the year 1898, in respect to New Zealand transactions, were £15,299,058 (\$74,452,866), and the average assets, £17,013,404 (\$82,795,731). The average amount of deposits during the year was £14,143,230 (\$68,830,029), of which sum £670,134 (\$3,361,207) belonged to the general government. Excluding those belonging to the government, deposits to the value of £7,786,854 (\$37,894,725) were bearing interest, and £5,686,242 (\$27,679,096) at call. The value of the notes (in circulation) of these banks was £1,070,132 (\$5,207,797). The development of banking in New Zealand since the year 1857 has been very great. Taking for each year the average of the four quarters' return made by the banks of issue, the figures for 1857, 1868, 1878, 1888, and 1898 are:

Year.	Deposits.	Assets.	Liabilities.
1857.....	£343,316	\$419,860	\$432,494
1868.....	3,102,727	5,734,745	3,838,220
1878.....	8,960,369	15,393,630	10,081,009
1888.....	11,155,778	18,709,444	12,106,353
1898.....	14,143,230	17,013,404	15,299,058

#### SAVINGS BANKS.

The number of post-offices open for the transaction of savings-bank business on January 1, 1899, was 405. There were 37,265 new accounts opened in the year and 26,628 accounts were closed; total number of accounts open January 1, 1899, 169,968. The deposits received during the year 1898 amounted to £3,279,611 7s. 5d. (\$15,960,228). The withdrawals were £3,194,893 16s. 7d. (\$15,547,951), the excess of deposits over withdrawals being £84,717 10s. 10d. (\$412,276). The total sum standing to credit of all accounts on January 1, 1899, was £4,957,771 5s. 5d. (\$24,126,994), which gave an average of £29 3s. 5d. (\$93.29) to the credit of each account.

There are 6 savings banks in New Zealand not connected with the post-office. The total amount deposited in these in 1898 amounted to £504,153 11s. (\$2,453,463), of which the deposits by Maoris comprised £20 (\$97.33). Withdrawals were £514,173 1s. 7d. (\$2,502,223), exceeding the total deposits by £10,019 10s. 7d. (\$48,759). The total amount to the credit of the depositors on January 1, 1899, was £789,116 1s. 6d. (\$3,840,233), of which sum £91 1s. 3d. (\$443) belonged to Maoris.

#### MINING AND MINERAL INDUSTRIES.

The following printed statement shows the progress made in these lines in 1898:

##### THE OUTPUT.

The total production of gold and silver for the year ending December 31 was 574,028 ounces, representing a value of £1,113,798, compared with a value of

£1,001,076 for the preceding year. Of other minerals, including coal, 918,994½ tons were produced, representing a value of £1,068,077, as against 849,105 tons for the previous year. The production of kauri gum was 9,905 tons, valued at £586,767, as compared with 6,641 tons for 1897. The total value of the gold, silver, coal, and other minerals, including kauri gum, exported up to the end of 1898 was £70,767,494. Many of the works that were in progress in connection with gold mining have been completed, and operations of a permanent character undertaken and carried out; consequently the quantity of gold and silver recovered has increased. The returns in many instances from alluvial mining have been highly satisfactory. The quantity of gold entered for exportation through the customs for the year ending March 31 last was 303,525 ounces, representing a value of £1,168,930, while the quantity exported for the same period of the preceding year was 251,492 ounces. This shows an increase of 52,033 ounces, principally due to the output in Ohinemuri County, which yielded 41,114 ounces more than the previous year. Of the quantity exported, Auckland contributed 148,183 ounces; Marlborough, 621 ounces; Nelson and West Coast, 78,420 ounces; Canterbury, 12 ounces; and Otago, 78,289 ounces. The gratifying increase in the gold returns from quartz workings is due largely to the result of operations of the Waihi mine, in the North Island, and of the Progress mines, in the Reefton district. During last year, 214,815 tons of quartz and tailings were treated in the Auckland district, yielding 498,074 ounces bullion, representing an estimated value of £575,642, as against bullion to the value of £405,745 for the former year. In the Nelson and West Coast districts, 66,116 tons of quartz were crushed for a return of 27,165 ounces of gold, valued approximately at £109,019, an increase of £81,988 on the previous year. In the Otago district, 19,564 tons of quartz were treated for a yield of 9,870 ounces of gold, the estimated value being £38,493, a decrease of £29,407 on the previous year's return. The total for the colony was 300,495 tons, treated for 535,109 ounces of gold and bullion, valued at £723,154. As to the methods of extraction, it will be interesting to note that nearly 87 per cent of the quantity was obtained by cyanide, 0.237 per cent by chlorination, and 12.837 per cent by amalgamation. The proportions of the values were: By cyanide, 67.726 per cent; chlorination, 0.737 per cent; and amalgamation, 31.538.

#### THE MINING ACT, 1898.

The mining act, 1898, which came into operation on February 1 last, appears to have given general satisfaction. Some detailed objections were, however, raised to certain of the regulations at first issued; but it is believed that the amendments made in the additional regulations have overcome most, if not all, the defects which practical experience of the working of the original regulations brought under notice from time to time. In conformity with the requirements of the act, the regulations have been referred to the gold fields and mines committees of both houses, and it is hoped that the members of these committees will submit such further amendments and additions as they may consider desirable, to make the regulations as fully applicable as possible to the varied requirements of the mining industry in the several gold-fields districts of the colony. After the committee have dealt with the matter fresh regulations will be prepared, consolidating the present regulations and incorporating such additions and amendments thereto made by the committees as may be considered desirable.

The gold returns for the month of September of this year (1899) show a gratifying increase. In fact, it is a "record yield," being £56,937 13s. (\$277,087), against £45,151 2d. (\$219,729) for the corresponding period in 1898. Increase, £11,786 12s. 10d. (\$57,357).

The total amount of gold produced (as officially given) by this colony prior to December 31, 1898, was £34,453,325 (\$167,667,110). The yield of silver to the end of 1898 was £235,831 (\$1,147,672) in value. Of other minerals, the value of the product to the same date amounts to £16,056,124 (\$78,137,127), of which kauri gum yielded £9,099,619 1s. (\$44,283,296) and coal with coke £6,705,802 (\$32,638,785).

The quantities and values of precious metals and minerals obtained

during the year 1898 and the total value of all mining produce since 1853 (official) are:

Description.	1898.		Total value since 1853.
	Quantity.	Value.	
Gold.....	<i>Ounces.</i> 280, 175	£1, 080, 691	£54, 458, 325
Silver.....	298, 861	88, 107	285, 831
Total .....	574, 026	1, 118, 798	54, 689, 156

# BUILDING SOCIETIES.

There are 68 registered building societies in operation, 30 being terminable, the rest permanent. The total receipts of these societies during the last financial year were £568,516 (\$2,766,683), of which deposits comprised £175,744 (\$855,258). The assets were £937,587 (\$4,562,769). The liabilities were: To shareholders, reserve fund, etc., £734,446 (\$3,574,187); depositors, £189,283 (\$921,146); bankers and other creditors, £13,858 (\$67,440).

# LIFE INSURANCE.

There were 75,692 life-insurance policies in force in the colony at the end of the year 1898, an average of nearly 104 to every 1,000 persons living. The gross amount of insurance represented by these policies amounted to £19,723,970 (\$95,986,700), being an average of £261 2s. 2d. (\$1,271) for each policy and of £27 1s. 1d. (\$131) for each European inhabitant of the colony. These policies were distributed among the various companies as follows:

Company.	Policies.	Amount.	Amount.
Australian Mutual Provident Society .....	23, 282	£6, 640, 252	α \$32, 318, 000
Citizens' Life Association Co. (Limited) .....	1, 112	147, 025	715, 000
Colonial Mutual Life Assurance Society (Limited) .....	4, 104	1, 090, 986	5, 304, 000
The Mutual Life Association of Australia .....	4, 217	1, 100, 641	5, 368, 000
The National Mutual Life Association of Australasia .....	5, 908	1, 363, 638	6, 684, 000
The Equitable Life Assurance Society (of New York) .....	743	820, 482	1, 667, 000
The New York Life Insurance Company .....	152	68, 395	282, 000
Life insurance department of the New Zealand government.....	36, 174	9, 002, 601	43, 799, 000
Total December, 1897 .....	75, 692	19, 723, 970	95, 907, 000
Total December, 1898 .....	72, 198	19, 097, 455	92, 986, 000

α In round numbers.

That this colony is a good field for sound, energetic, well-managed life companies is evidenced in the transactions alluded to above, the difference between the amounts insured at the end of each of the two years 1896 and 1897 being £626,515 (\$3,048,935), or 3.28 per cent, for a period in which the population increased by 2.09 per cent.

FRANK DILLINGHAM, *Consul.*

AUCKLAND, *October 17, 1899.*

## LIVE STOCK STATISTICS OF NEW ZEALAND.

I submit the following table showing the condition of live stock in this colony:

Year.	Horses.	Asses and mules.	Cattle.	Sheep.	Goats.	Pigs.	Poultry.
1858.....	14,912	122	187,204	1,523,324	11,797	40,734	a
1861.....	23,275	153	193,285	2,761,383	12,191	43,270	236,096
1864.....	49,409	339	249,760	4,937,273	12,006	61,276	378,414
1867.....	65,715	323	312,835	8,418,579	11,964	115,104	676,065
1871.....	81,028	397	436,592	9,700,829	12,434	161,460	872,174
1874.....	99,859	267	494,917	11,704,353	14,276	123,921	1,068,198
1878.....	137,768	241	578,430	13,069,338	14,243	207,337	1,323,542
1881.....	161,736	362	698,637	12,985,085	11,223	200,063	1,566,114
1886.....	187,382	297	863,356	16,564,595	10,220	277,901	1,679,021
1891.....	211,040	348	831,831	18,128,186	9,065	308,312	1,790,070
1895-96.....	237,418	426	1,047,901	b 19,826,504	(a)	209,778	(a)
1896-97.....	249,813	434	1,138,067	b 19,138,498	(a)	209,834	(a)
1897-98.....	252,884	393	1,209,165	b 19,687,964	(a)	186,027	(a)
1898-99.....	258,115	534	1,208,024	b 19,673,725	(a)	193,512	(a)

a Not enumerated.

b Numbers for April, 1896, 1896, 1897, and 1898.

The figures for the years stated up to 1891 (inclusive) are the results of census enumerations; those for the last four consecutive years are given by the Department of Agriculture.

The stock owned by Maoris in the year 1896, which is included above, comprised 314,406 sheep and 29,125 head of cattle. The number of horses is not specified, but is known to be large.

FRANK DILLINGHAM, *Consul*.

AUCKLAND, *May 20, 1899.*

## SUPPLEMENTARY.

The table given below shows the value of the total trade with the United States for each of the past ten years, 1889 to 1898, inclusive, during which time imports from the United States have more than doubled in value and exports nearly so:

Year.	Imports from—		Exports to—		Total trade.
	Atlantic ports.	Pacific ports.	Atlantic ports.	Pacific ports.	
1889.....	\$1,494,775	\$171,690	\$1,181,479	\$479,759	\$3,327,708
1890.....	1,562,375	168,155	1,773,022	1,064,800	4,567,351
1891.....	1,547,124	213,652	1,924,146	683,114	4,267,935
1892.....	1,677,964	179,223	2,235,252	299,207	4,391,643
1893.....	1,682,558	163,685	2,096,693	319,756	4,262,694
1894.....	1,748,027	172,736	1,123,329	274,310	3,318,403
1895.....	1,712,147	206,388	1,452,825	88,098	3,459,458
1896.....	2,042,417	209,994	1,282,634	306,711	3,967,751
1897.....	2,540,016	516,315	1,226,421	698,984	4,981,731
1898.....	3,409,251	485,949	1,640,298	1,392,179	6,927,677

It will be observed that the development in the decennial period is at the rate of 108.18 per cent, or an increase in value of £739,746 (\$3,599,953.91).

FRANK DILLINGHAM, *Consul*.

AUCKLAND, *October, 1899.*

# QUEENSLAND.

## BRISBANE.

I submit the following report on the trade of Queensland for the year 1899. The statistical information is up to December 31, 1898, the latest date for which figures are available.

### *Imports and exports of Queensland for the year 1898.*

#### IMPORTS.

Country.	Amount.		Country.	Amount.	
	English money.	United States equivalent.		English money.	United States equivalent.
From United Kingdom .....	£2, 559, 244	\$12, 454, 561	South Sea Islands ..	£21	\$102
Australasia .....	2, 757, 971	13, 421, 666	Italy .....	3, 538	17, 218
Other British possessions .....	155, 299	755, 763	Belgium .....	10, 046	48, 889
United States .....	278, 886	1, 856, 865	Switzerland .....	573	2, 789
Germany .....	140, 147	682, 025	China .....	43, 273	210, 588
France .....	24, 057	117, 073	Other foreign countries .....	6, 862	33, 394
Japan .....	26, 701	129, 940	Total imports .....	6, 007, 286	29, 234, 880
Philippine Islands .....	698	3, 379			

#### EXPORTS.

To United Kingdom .....	£4, 352, 067	\$21, 179, 334. 00	China .....	£4, 920	\$23, 943. 00
Australasia .....	6, 269, 090	30, 508, 526. 00	Japan .....	32, 796	159, 602. 00
Other British possessions .....	100, 965	491, 346. 00	Java .....	19, 114	93, 018. 00
United States of America .....	2	9. 73	Philippine Islands ..	40, 313	196, 183. 00
Germany .....	12, 577	61, 206. 00	South Sea Islands ..	2, 759	13, 427. 00
France .....	11, 206	54, 534. 00	Other foreign countries .....	5, 232	25, 462. 00
Belgium .....	5, 086	24, 761. 00	Total exports .....	10, 856, 127	52, 831, 841. 78

#### CURRENCY—WAGES—TARIFF.

There has been no change in currency. The wages quoted in my annual report of last year<sup>1</sup> are practically unaltered. The tariff remains unchanged.

#### GENERAL.

Business generally has improved during the past year, and the export of frozen and canned meats, live stock, bacon, etc., from this port to the Philippine Islands has given considerable impetus to trade in these goods.

The principal streets of this city have been laid with wood pavements, which are a great improvement upon the macadam.

The overhead electric tramway system, under the direction of an American engineer, is being extended every week into the suburbs, affording regular, rapid, and cheap means of transportation from and to all parts of the city. I think Brisbane can now claim to have a tram service equal to anything in the world.

Regarding the port and harbor facilities, I would say that the advice

<sup>1</sup> Commercial Relations, 1898, Vol. I.



of the American engineer, Mr. Lindon Bates, which was sought by the government of this colony, has been followed, and Mr. Bates is building two of his special dredges for working in the Brisbane River. Meantime, the work of erecting training walls to shut off deep bends and keep the current narrowed down to the channels so as to provide a thorough scour is being rapidly proceeded with, and the first wall, 8,500 feet long, is just completed, securing permanency of the depth of water in the parts of the river where it has been erected. The detailed survey in connection with the river improvements is nearly finished. The depth remains the same as in my last report, viz, 20 feet, but this 20 feet is now available for a width of 300 feet all through the cuttings, and the only rocks met with are now being operated upon by a rock-drilling apparatus to cut the bed down to a depth of 26 feet at low-water springs. By the time this is accomplished, it is probable that the remainder of the river will have been dredged to a similar depth.

The trade in American products with this district is monthly increasing, the line of steamers now running regularly between New York and Australia having largely contributed to this end. It is very satisfactory to be able to report that the demand for goods of American make is advancing, and there is no difficulty in the way of our houses obtaining orders for all classes of articles.

W. I. WEATHERILL,  
Consular Agent.

BRISBANE, *December 15, 1899.*

### TOWNSVILLE.

*Return showing the total value of the imports into and exports from the several ports in the northern division of the colony, during the year ended December 31, 1898.*

	English money.	United States equivalent.
Imports .....	£1, 161, 977	\$5, 654, 761
Exports .....	3, 521, 585	17, 137, 798

I am at present unable to give a detailed list of the imports and exports.

The following shows the exports from the port of Townsville, the principal town in the division:

	English money.	United States equivalent. <sup>a</sup>		English money.	United States equivalent. <sup>a</sup>
Gold in dust and bars .	£1, 802, 226	\$5, 500, 000	Rum, colonial.....	£4	\$20
Gold ores, slag, etc.....	11, 523	55, 000	Sugar .....	137, 432	650, 000
Silver, lead, etc.....	84	170	Tallow .....	88, 911	440, 000
Copper ores.....	100	500	Timber .....	1, 758	8, 500
Tin ore.....	815	1, 550	Wool:		
All other ores.....	2, 873	12, 000	Clean .....	373, 975	1, 850, 000
Drapery .....	777	3, 500	Greasy .....	280, 190	1, 400, 000
Fruit, green .....	49	200	Live stock .....	853	4, 000
Grain, pulse, etc.....	36	150	All other exports.....	114, 650	550, 000
Hides and skins .....	11, 015	55, 000			
Meats, preserved, extract of, and frozen..	259, 740	1, 250, 000		2, 616, 511	13, 000, 000

<sup>a</sup>In round numbers.

*Revenue value of imports for 1898.*

	English money.	United States equivalent.
Revenue collected .....	£217,180	\$1,050,000
Import value .....	876,176	1,350,000

Shipping arrivals .....	1,217
Tonnage .....	681,808
Crews .....	30,658

The following shows the returns for the quarters ended September 30, 1898 and 1899:

	1898.		1899.	
	English money.	United States equivalent.	English money.	United States equivalent.
Imports .....	£218,574	\$1,050,000	£269,244	\$1,300,000
Exports .....	842,268	4,000,000	1,076,172	5,000,000
Wool exported .....	208,012	1,000,000	822,721	1,600,000
Sugar exported .....	68,244	800,000	24,831	120,000
Gold .....	320,006	1,500,000	890,584	1,950,000
Meat .....	158,191	750,000	168,862	800,000
Tallow .....	39,522	150,000	78,892	385,000
Tin .....	130	500	10	50
Hides and skins .....	45,740	200,000	71,064	355,000
Pearl shell, and bêche de mer .....			1,500	5,000
All other exports .....	14,418	70,000	23,888	100,000

	Ounces.
Gold return for the division for the year 1898 .....	585,168

*Minerals other than gold.*

	Quantity.	Value.	
		English money.	United States equivalent.
Silver .....	31,199 ounces..	£4,469	\$22,000
Lead .....	248 tons..	2,480	12,000
Copper .....		1,875	9,000
Tin .....		82,902	160,000
Bismuth .....		680	8,300
Wolfram .....		2,540	12,000

*Number of horses, cattle, sheep, and pigs in the division December 31, 1897 and 1898.*

	1897.	1898.	Increase.	Decrease.
Horses .....	118,613	122,847	8,728	
Cattle .....	1,882,056	1,674,877		207,179
Sheep .....	1,784,696	1,867,811	78,145	
Pigs .....	13,496	13,806	872	

*Return showing the total extent of land under cultivation and the area under each description of crop in the districts in the northern division for the year ended December 31, 1898.*

	East of coast range.	West of coast range.		East of coast range.	West of coast range.
	Acres.	Acres.		Acres.	Acres.
Total area of land under cultivation	77,873	4,380	Tobacco.....	2	3
Total area of land under crop	74,188	4,286	Coffee.....	385	2
Maize.....	2,737	3,062	Hay of all kinds.....	98	227
Oats.....	1	.....	Green fodder.....	649	53
Rye.....	.....	3	Bananas.....	3,659	42
Rice.....	832	10	Pineapples.....	347	40
Potatoes:	.....	.....	Oranges.....	610	129
English.....	228	144	Vines:	.....	.....
Sweet.....	713	245	Bearing.....	10	20
Pumpkins.....	115	133	Not yet bearing.....	9	5
Sugar cane.....	63,836	.....	Other crops.....	166	68
Arrowroot.....	.....	2	Gardens and orchards.....	279	197

#### COMMERCE.

The trade between the United States and the northern portion of Queensland is by no means in a flourishing condition, owing chiefly to the want of direct communication. I think this will be altered in the near future, for these districts will probably double their population in a few years. The country is being opened up on all sides. In the Chillagoe district, I expect to see two or three new townships of a very fair size within a couple of years. Railways are gradually being extended, and everything promises to make North Queensland one of the wealthiest parts of Australia.

At the present time, there is a representative in America attending the industrial exposition of the Philadelphia Museums, who will take the first official steps to place the prospects of trade before the manufacturers of the United States.

#### MINING.

Mining in the north is very active at present; gold returns are improving; large areas are being taken up for dredging, which is a new development in the colony. Copper, tin, wolfram, bismuth, etc., are occupying the attention of mining men and speculators throughout Australia, some splendid lodes having been opened, notably at Mount Garnet. Large areas continue to be taken up around Chillagoe, Cloncurry, Kangaroo Hills, etc.

#### TRANSPORTATION.

There are four lines of railway open in this division of the country running from seaport towns to the interior—one from Townsville to Winton, 367 miles; from Cairns to Mareeba, 46 miles; from Cooktown to the Laura, 67 miles, and from Normanton to Croydon, 94 miles. These in all cases are to be extended. They are controlled by the government, and, though built on the narrow-gauge system, are fairly good.

There are several bills to be brought before Parliament this session for new railways, three of them being for private railways.

The Chillagoe Railway and Mines Company, Limited, is now building the only private railway in the colony to its extensive silver and copper possessions. The managers expect to have it finished in about twelve months, which will give a great impetus to the development to that part of the country, owing to the conditions granted the company with regard to branch lines. It is expected that the Mount Garnet Freehold Silver and Copper Mining Company will be able to get a bill through enabling it to join this line, and so connect the richest part of this extensive mineral field with the port of Cairns.

The Cairns Railway runs inland as far as Mareeba; from there, all transportation into the interior of the country is by stage coach, buckboard, buggies, or horse, goods being forwarded by bullock teams or pack horses.

#### SHIPPING.

There is regular communication between this port, north and south, vessels belonging to the A. U. S. N. Company, Adelaide Steam Navigation Company, Howard Smith & Sons, Proprietary Limited, and Aplin, Brown & Crawshay, Limited, plying between all ports.

The B. I. S. N. Company, the Ducal Line, China Steam Navigation Company, E. and A. S. N. Company, and Japanese Company trade regularly between London, China, Japan, and the Philippines, along the Queensland coast, to Sydney and Melbourne.

Communication between the United States and Townsville is via Sydney and Brisbane, passengers and cargo being transhipped to coastwise boats—cargo suffering considerably at times.

#### POSTAL RATES AND TARIFF.

There has been no alteration in postal or tariff rates since the report of 1897 was published.

#### LICENSES.

The only licenses required in this colony are for the distilling and selling of wines and spirits, for auctioneers, hawkers, carriers, stage coaches, pearl and oyster fisheries, tobacconists, etc.

Commercial travelers do not need to have a license, nor is it necessary to have a passport.

JNO. MCD. MORTON,  
*Acting Consular Agent.*

TOWNSVILLE, *October, 1899.*

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#### SUPPLEMENTARY.

Consular Agent Rogers sends from Townsville reports on Burketown and Herberton, as follows:

#### BURKETOWN.

Burketown is situated on the Albert River, about 30 miles from its mouth. Artesian water is procurable at a depth of from 1,500 to 2,000 feet; at Rocklands Station, near Carnoowal, they have tapped a supply at 200 feet, and have erected about 20 pumps, driven by American windmills, which appear to be successful.

Imports in 1898 were valued at £3,249 (\$15,811), consisting mostly of rations, wearing apparel, and wines and spirits.

Exports in 1898 comprised wool, silver ore, lead, copper, bone manure, tallow, hides, and live stock.

The population (census of 1891) was 4,962, likely to be increased threefold if the silver mines are a success.

Rainfall and temperature are not procurable, all returns having been sent to Brisbane, and no copies kept. The wet season extends from January to early in April. Stock returns are also only procurable in their entirety at Brisbane.

The table-lands may be described as splendid sheep-grazing country, and equal to Darling Downs, in South Queensland, the only drawback being the want of a natural supply of water.

*Agriculture.*—There are tracts of land suitable for growing most tropical products, but the drawback at the present time is the want of an outlet.

The country is divided as follows: Forest, one-fourth; scrub, nil; plain, one-half; unserviceable, one-fourth. The forest lands are lightly timbered, the timber being principally coolibar, bloodwood, white gum, ti-tree, and gidyea—of little commercial value, being for the most part stunted in growth.

Some rich mineral land is in this district, but the want of capital and difficulty of getting ore to the seaboard have kept the product in a backward condition; but now that the Lawn Hill silver mines are being worked, and promise to be of immense value, capitalists may be induced to visit the place. A large Sydney syndicate is interested in the Lawn Hill silver mine, and is spending £1,200 (\$5,840) in a provisional prospect. It is intended to build a railway line to the Heads. The analysis is 0.81 per cent lead and the balance silver.

Copper has also been found in these hills, and in paying quantities.

*Factories.*—The only one at present is the Endeavor Meat Export and Agency Company's meat extract and tallow factory, capable of treating 100 bullocks per day, and employing about 100 men.

#### HERBERTON.

In writing on the Herberton district, I may say the name arose purely from the fact that the great tin discoveries at Herberton in 1880 were the first of many in the outlying country, and by reason of priority the town became the seat of government by the warden and commissioner, and in consequence was recognized as the center. To detail all the mines discovered, or even all the localities where ore has been found in paying quantities, would be wearisome. Suffice it to say that the field is known to be almost continuous from Herberton on the east to Arboin on the west, a distance of 120 miles, and from the Walsh River on the north to the Copperfield River on the south, a distance of 200 miles. These figures are approximate, but not overstated.

In this vast region are located various mining centers, of which Herberton, Watsonville, Irvinebank, Montalbion, Mount Garnet, Coolgarra, Sappa Sappa, Koorboora, Calcifer, Griffith, the Tate, and Arboin may be considered chief.

The ores obtained in paying quantities in one part or another at or about these centers are silver, copper, tin, wolfram, bismuth, and gold. The two last named are not so plentiful in the region of which I write, but adjoining it on the north we have the Hodgkinson and the Palmer and on the east the Russell and Johnson. Thus this district is rich in minerals and in variety of minerals to an extent hardly equaled in the world.

To the south, southeast, and southwest from Herberton lie fertile agricultural lands, forests rich in a wealth of magnificent timbers, and watered by numberless running streams—a land capable of yielding every product of the farm, the garden, or the orchard that man requires.

This rich mineral center not only produces the metal for export, to enable the inhabitants to purchase the necessities of life, but can raise the staple food products needful to existence.

#### RESTRICTION OF CHINESE IMMIGRATION INTO QUEENSLAND.

Consul Goding sends from Newcastle, New South Wales, copies of recent acts of the Queensland government further restricting the immigration into that colony. No ship shall henceforth enter any port in the colony, says the new enactment, which has on board a greater number of Chinese passengers than in the proportion of 1 Chinese to

every 500 tons of the tonnage of the ship. Before any person is permitted to land from a ship having Chinese on board, the master shall deliver to the customs collector a list showing the number of Chinese on board, their names, place of shipment, destination, calling or occupation, distinguishing crew, passengers, and stowaways, if any. Any Chinese who enters the colony by land without obtaining a permit shall be liable to a penalty of £50, or hard labor for six months, and shall further be deported.

### SOUTH AUSTRALIA.

During the past three years, there has been a period of drought which for severity and extent affected has probably never before been experienced. The results are shown in the following list of declared values of principal articles exported, being the produce of this province:

Articles.	1896.	1897.	1898.
Agricultural implements.....	\$65,756	\$169,763	\$267,590
Bark.....	251,510	198,080	302,366
Beer.....	14,176	11,728	7,295
Butter.....	127,478	83,567	186,296
Eggs.....	196,878	243,490	271,156
Fruit (fresh).....	96,223	146,839	108,090
Grain:			
Bran and pollard.....	188,984	13,689	48,402
Flour.....	2,647,813	1,096,846	1,147,287
Wheat.....	435,624	12,034	77,430
Hay and chaff.....	604,847	106,975	116,844
Jams.....	104,868	101,616	80,943
Leather.....	248,106	286,910	230,136
Live stock.....	646,156	268,630	339,608
Meat:			
Frozen lamb.....			66,194
Frozen rabbit.....			52,232
Preserved.....	102,829	122,626	89,539
Metal:			
Copper.....	1,066,017	1,159,234	1,191,626
Gold.....	68,834	189,891	51,866
Skins and hides.....	878,167	969,275	882,513
Tallow.....	98,282	19,163	22,735
Wine.....	356,793	401,744	331,441
Wool.....	5,980,885	4,884,080	4,601,820

The most serious decreases are in grain, hay, jams, live stock, and wool. These, together with copper, are the very lifeblood of the colony; therefore it is not surprising that the values of the merchandise imported for home consumption should show this decrease: 1896, \$13,802,990; 1897, \$13,052,488, and 1898, \$9,129,749.

The manufacture and export to the adjoining colonies of agricultural implements is fast becoming an important industry, and for comparison I tabulate the imports and exports for years 1894 to 1898 together:

	1894.	1895.	1896.	1897.	1898.
Exported.....	\$49,672	\$28,923	\$65,755	\$169,763	\$267,590
Imported.....	68,199	54,061	67,449	134,446	199,406

<sup>1</sup> In reply to circular of July 10.

The exports from the colony were distributed as follows:

Country.	Value.	Per cent.
United Kingdom.....	\$11,223,182	34
Australasia.....	16,216,570	49
Other British possessions.....	2,751,845	8
Foreign countries.....	2,890,086	9
Total.....	33,071,683	

Of the total exports, the United States took \$4,453 worth, chiefly kangaroo skins (\$2,112) and wool (\$1,450), both of which show a decided decrease, that of the latter being indicated in the following comparative percentage statement:

	United Kingdom.	Continent.	United States and Canada.	Other.
	Per cent.	Per cent.	Per cent.	Per cent.
1894-95.....	25½	57	5½	11½
1895-96.....	19	61½	7½	12
1896-97.....	28½	55½	7½	7½
1897-98.....	22½	62	6½	9
1898-99.....	25½	64	1½	8½

The value of wool exported to Europe and America from Australasia for the past ten years has averaged about \$121,500,000 per annum.

Although the United States takes such a small proportion of the products, her exports to this province are not so insignificant, and are very rapidly growing at present at the expense of foreign states. This is shown in the following schedule, and there is every likelihood that the United States will soon have entered into serious competition with the United Kingdom:

Year.	Total imports into this province.	From United Kingdom.		Australasia.		Other British possessions.	
		Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
1894.....	\$30,302,187	\$9,244,802	30.5	\$17,010,101	56	\$1,258,584	4
1895.....	27,182,327	9,041,903	33.3	13,786,021	50.7	1,090,636	4
1896.....	34,847,887	10,806,604	30	19,193,656	55	1,213,106	3.4
1897.....	34,680,558	10,011,690	28.8	18,719,081	54	1,170,457	3.3
1898.....	30,098,354	9,610,452	31.9	16,296,069	54	943,269	3.1

Year.	Foreign countries.		United States.		Total imports from foreign countries.	United States.		Germany.	
	Amount.	Per cent.	Amount.	Per cent.		Amount.	Per cent.	Amount.	Per cent.
1894.....	\$2,788,699	9.2	\$757,354	2.4	\$2,788,699	\$757,354	27	\$756,507	27
1895.....	3,268,766	12	1,177,138	4.3	3,268,766	1,177,138	37	834,989	25
1896.....	3,634,521	10.4	1,232,519	3.5	3,634,521	1,232,519	34	1,350,832	22
1897.....	4,779,375	12.2	1,482,667	4.3	4,779,375	1,482,667	31	1,051,085	21
1898.....	3,246,763	10.7	1,512,927	5	3,264,763	1,512,927	46	1,033,601	32

The last two columns give a decimal comparison between the two chief suppliers included under heading of "Foreign countries" and show that German goods are steadily making way for American. The advance should be much faster in the near future. The following

is a list of the principal articles imported into the colony during the last three years, showing the proportions contributed by the United States:

Articles.	1896.		1897.		1898.	
	United States.	Total.	United States.	Total.	United States.	Total.
Agricultural implements (including plow and scarifier shares).....	\$18,346	\$67,444	\$49,400	\$134,596	\$100,756	\$199,410
Apparel and shawls.....	7,976	744,180	8,586	661,289	8,697	572,500
Bicycles and parts.....	14,152	285,061	41,866	425,108	16,985	202,641
Boots and shoes.....	6,662	326,162	6,487	336,250	6,647	274,550
Carpeting and druggery.....	1,809	76,670	857	56,524	184	55,044
Clocks and watches.....	12,908	78,926	12,361	77,906	13,159	59,814
Coke.....	5,946	307,173	.....	391,870	.....	417,258
Cotton, linen, and woolen piece goods.....	2,068	1,588,675	3,163	1,267,240	6,516	1,888,789
Cutlery.....	642	70,401	524	57,532	428	53,750
Drapery.....	3,518	1,924,700	1,220	1,596,187	1,484	1,609,745
Drugs and druggists' wares.....	6,696	466,848	4,846	407,754	13,178	471,066
Fancy goods.....	8,358	172,884	4,989	178,887	4,915	176,244
Fish, preserved.....	12,701	178,452	4,560	136,646	8,604	141,688
Fruit, dried and preserved.....	4,769	188,065	11,490	181,064	78	170,215
Furniture.....	10,526	141,546	12,137	122,246	10,901	130,197
Glass and glassware.....	594	106,587	4,827	117,141	3,060	106,891
Grain.....	18,356	416,878	152,594	1,863,204	345	80,846
Hardware and ironmongery.....	11,139	128,010	8,312	130,756	13,543	130,213
Musical instruments.....	5,241	118,465	5,436	108,854	6,701	96,551
Iron:						
Bar and rod.....	.....	179,068	.....	166,609	131	227,246
Galvanized.....	.....	518,392	.....	442,608	.....	487,862
Pig.....	.....	63,167	248	173,890	9,485	134,228
Wire.....	18,806	224,797	20,575	105,247	65,847	178,654
Pipes and tubes, wrought.....	.....	92,979	2,964	145,041	11,139	112,168
Machinery.....	19,947	256,177	26,342	244,600	92,565	287,947
Mangles, washing machines, and wringers.....	6,638	10,428	5,508	8,151	6,117	9,942
Manufactures of metal.....	15,257	227,115	9,723	256,944	15,057	270,110
Manure.....	.....	18,236	5,635	81,567	18,648	175,860
Oil, in bulk.....	237,490	869,790	145,289	283,235	174,751	322,795
Spirits.....	1,256	889,894	1,499	344,027	672	389,373
Stationery.....	7,567	242,575	22,897	202,351	9,966	200,616
Sugar, molasses, and glucose.....	14,740	1,204,808	5,260	2,150,550	9,465	1,419,295
Tobacco, cigars, and snuff.....	92,341	339,413	67,226	279,677	136,559	382,844
Tools.....	58,068	192,411	34,706	168,965	48,222	157,898
Tweeds and cloths.....	.....	240,098	.....	208,468	.....	180,887
Wood: Boards, deals, battens, spars, quarterings, etc.....	388,360	855,068	590,886	1,094,996	379,324	918,658

In looking through the above list it will be seen, first, that the United States supplies the greater proportion of the agricultural implements imported; the growth of the trade is shown in the following comparison:

Year.	Total imports.	United Kingdom.		United States and Canada.	
			Per ct.		Per ct.
1893.....	\$129,697	\$41,185	31	\$71,747	55
1894.....	62,238	21,950	36	30,956	50
1895.....	50,226	12,380	24	18,902	37
1896.....	63,610	18,576	29	18,653	29
1897.....	182,135	27,906	21	64,014	48

In 1898, the value of the total imports was \$193,745, of which the United Kingdom sent \$27,383; Canada, \$47,730, and the United States \$100,756.

#### BICYCLES AND PARTS.

The total value of the imports of bicycles during 1898 was \$152,389, of which \$148,379 worth were entered for home consumption. Bicycle



parts, free of duty (consisting of backbones, tubes, rims, and tires), came in to the value of \$50,251. From the United Kingdom, bicycles to the value of \$74,676 were imported, and parts, free of duty, \$14,468; from Victoria, bicycles, \$26,162, and parts, free of duty, \$29,238; from New South Wales, bicycles, \$19,315, and parts, free of duty, \$2,384; from United States, bicycles, \$14,940, and parts, free of duty, \$2,000, and from Germany, bicycles, \$12,872, and parts, free of duty, \$2,068. The total export of bicycles from South Australia in 1897 amounted in value to \$38,762, of which \$31,330 worth went to New South Wales. In 1898 the exports had a value of \$74,326, of which \$40,051 worth went to New South Wales and \$24,829 to the United Kingdom.

#### COKE.

There are about 100,000 tons of coke imported yearly into this colony for the Broken Hill Proprietary S. M. Company, the Broken Hill Block 14 S. M. Company, and Dry Creek Smelting Works; the former company uses about 60,000 tons and the other two 40,000 between them annually. The London office of the Broken Hill Proprietary Company is No. 3 Great Winchester street, London, E. C., where information and forms of tender can be obtained.

#### CUTLERY.

I am told that a large quantity of cutlery is sent from the United States to England, there stamped, and sold here as of English make. A larger direct trade could be done in this line. I do not think our makers need be backward in placing their names and place of manufacture on their goods.

#### STEEL.

The Lickens Steel and Iron Works Company, of New York, secured the contract for supplying steel plates for making 31 miles of pipes required for the Bundalar waterworks. The plates were 28 and 38 inches wide, a quarter of an inch thick, and 26 feet long, and about 12,500 were required for the work. Hitherto, it has been customary to draw such materials from the United Kingdom, but not only were British firms unable to undertake to deliver within the specified time, but were also beaten in the matter of price.

The other imports call for no special mention, but show the strides American manufacturers are making in this market. If our exporters will only be more ready to send samples on consignments when they are asked for by responsible people, the increase will not confine itself to ousting Germany, but we will soon be competing keenly with the mother country and adjoining provinces.

CHAS. A. MURPHY, *Consular Agent.*

ADELAIDE, *December 18, 1899.*

TASMANIA.<sup>1</sup>

The trade in 1898 was:

	Imports.	Exports.		Imports.	Exports.
United Kingdom, direct..	\$2,265,569	\$2,099,912	Other British possessions.....	\$33,369	\$820
British colonies:			Total British colonies.....	5,612,094	6,554,210
Victoria.....	3,504,280	2,991,144	Foreign countries.....	243,548	156,472
New South Wales.....	1,426,788	3,090,762	Total.....	8,122,206	8,810,594
New Zealand.....	155,848	123,889			
Queensland.....	467,194	29,437			
South Australia.....	23,976	114,624			
West Australia.....	811	214,584			
Hongkong.....	1,878	.....			

The imports from and exports to Victoria and New South Wales include large transshipments and hence form a very imperfect record of the direction of trade. For the same reason, it is impossible to arrive at the value of the considerable imports from the United States, or of the exports thereto; these, however, being of small account.

The total imports for the six months ending June 30 last were \$4,380,166, and the exports for the same period, \$5,367,890. The indications are that the advance over 1898, shown by these figures, will be more than sustained in the current half year.

I am unable to obtain particulars of the lines of imports and exports, beyond the fact that there has been no change of importance. The increase in exports is due to the steady development of mineral resources, which may be expected to continue and assume a wide importance. A growth in population must lead to a progressive gain of imports, in which the United States should participate.

Considerable improvement has taken place in the natural industries, with the result that the colony is more independent of its food supply, and is now an exporter of wheat. The recent great advance in the price of wool must have an important influence on the general growth of trade.

In the other subjects of special importance indicated in the circular of the Department, there is only one to which reference need be made, viz, the actual means and time of communication with the United States. Two lines of steamships have been established between New York and the principal Australian ports, which can not fail to materially encourage trade. At present, an exceptional stimulant has been imparted by competitive rates, the two lines having reduced freights 50 per cent; but this can not be expected to continue.

My report would not be complete without some brief reference to the approaching federation of the Australian colonies and Tasmania, with perhaps the exception of West Australia.<sup>2</sup> This will probably be accomplished within a year, and will be followed in time by an uniform customs tariff with free trade between the colonies. The nature of the tariff may have an important bearing on future trade with America. It is not improbable that attention will be directed to this colony as a suitable place for manufacturing enterprise.

A. G. WEBSTER, *Consul.*

HOBART, *October 18, 1899.*

<sup>1</sup> In reply to circular of July 10, 1899.

<sup>2</sup> See Advance Sheets of Consular Reports No. 551, October 12, 1899; Consular Reports No. 231, December, 1899.

## VICTORIA.

The trade returns of the colony of Victoria for the year 1898, now at hand, show a small decrease in the exports, and on the other hand, a substantial increase in the imports. Of this increase, it is gratifying to note that the United States is accountable for \$1,424,560, or one-fourth of the total. This colony being a British one, the bulk of the trade has naturally been with the adjacent colonies and England, and while France and Germany are both competitors, their competition is more restricted than that of the United States, and does not show the same proportionate rate of increase. The imports from the two countries mentioned during the past year have improved some 15 per cent over those of 1897, as compared with an increase of fully 70 per cent in the trade of the United States with this colony. Nor is this improvement in American imports of a spasmodic character, or confined to special transactions in a line or two; it is distributed over the bulk of the imports, which year by year show healthy progress.

The total imports of the colony for the year amount to \$81,605,870, and the exports to \$77,242,284. The following table shows the principal countries in their order of importance, among which this trade is distributed:

Country.	Imports therefrom.	Exports thereto.	Country.	Imports therefrom.	Exports thereto.
Other Australasian colonies .....	\$37,326,668	\$32,324,412	Norway and Sweden.....	\$522,768	\$3,650
Great Britain .....	30,148,619	82,802,253	Japan .....	392,843	119,102
United States .....	4,299,416	2,677,413	Mauritius .....	314,882	.....
Germany .....	2,814,287	2,647,575	Java .....	269,117	70,676
India .....	2,127,760	2,550,629	Straits Settlements .....	250,099	90,857
France .....	972,564	3,924,686	Italy .....	219,897	41,939
China .....	972,102	236,447	Canada .....	164,220	3,163
Belgium .....	594,861	1,097,006	Greece .....	45,964	.....
			Cape Colony .....	5,917	464,283

The principal articles in the imports and exports of Victoria during the year 1898 are shown in the following lists, compiled from the statistical register of the colony for that year:

## IMPORTS.

Agricultural machinery and implements .....	\$586,121	Confectionery .....	\$76,491
Apparel and slops .....	859,119	Corks, cut.....	89,159
Arms, ammunition, and explosives .....	539,852	Cotton piece goods and manufactures .....	5,549,722
Bags and sacks .....	707,078	Cutlery .....	142,121
Beer, cider, and perry .....	503,522	Drugs and chemicals .....	675,071
Bicycles, etc., and parts .....	758,692	Dyes .....	143,917
Biscuits, bread, and dough .....	15,032	Earthenware, brown ware, china ware, tiles, etc .....	350,928
Books .....	868,679	Fancy goods .....	329,345
Boots and shoes .....	167,514	Fish:	
Brush ware .....	43,130	Fresh .....	47,691
Butter (Australian) .....	319,291	Preserved and salted .....	492,835
Candles .....	29,039	Shell .....	74,871
Carpeting and druggeting .....	284,004	Fruit:	
Cement .....	136,870	Fresh .....	432,028
Cheese .....	30,118	Preserved and dried .....	279,278
Coal (Australian) .....	1,254,038	Furniture and upholstery .....	124,056
Cocoa and chocolate .....	208,407	Glass and glassware .....	363,902
Coffee .....	162,215	Gloves .....	428,558

Imports—Continued.

Gold bullion (Australian)...	\$12, 737, 742	Meats:	
Grain:		Fresh and frozen.....	\$164, 887
Unprepared—		Bacon and ham.....	1, 199
Oats.....	3, 927	Preserved.....	75, 163
Wheat.....	572, 164	Salted.....	4, 326
Other.....	48, 859	Medicines.....	246, 678
Prepared—		Milk, preserved.....	66, 082
Flour.....	77, 125	Musical instruments.....	338, 708
Other (including malt		Mustard.....	63, 833
and rice).....	423, 998	Nails and screws.....	27, 125
Haberdashery.....	1, 338, 433	Oil and other floor cloths.....	324, 206
Hardware and ironmongery.....	745, 289	Oils of all kinds.....	1, 165, 979
Hats, caps, and bonnets.....	263, 827	Oilmen's stores.....	274, 275
Hides, skins, and pelts.....	1, 278, 127	Opium.....	82, 998
Hops.....	184, 240	Paints and colors.....	270, 723
Hosiery.....	689, 301	Paper (including paper bags).....	1, 168, 908
Iron and steel in the rough.....	858, 187	Photographic goods.....	68, 603
Jewelry.....	189, 005	Plated and mixed metal ware.....	224, 705
Lamps and lamp ware.....	69, 230	Salt (ordinary).....	50, 217
Leather.....	471, 566	Sewing machines.....	153, 971
Leather ware (including sad-		Silks and silk manufactures.....	1, 682, 022
dlery and harness).....	83, 450	Specie.....	386, 448
Linen piece goods and manu-		Spirits.....	1, 279, 437
factures.....	250, 658	Stationery.....	189, 601
Live stock:		Sugar and molasses.....	3, 336, 290
Cattle.....	1, 155, 589	Tea.....	1, 464, 524
Horses (Australian).....	758, 906	Timber.....	1, 674, 192
Sheep.....	1, 618, 234	Tobacco, cigars, and snuff.....	1, 080, 925
Pigs.....	29, 052	Tools and utensils.....	252, 138
Machinery unenumerated		Varnish.....	77, 172
(including engines and		Watches, clocks, and watch-	
boilers).....	781, 136	makers' materials.....	258, 727
Manufactures of metals (un-		Wine.....	248, 142
described).....	2, 692, 181	Wool (Australian).....	8, 801, 026
Matches and vestas.....	103, 033	Woolens and woolen piece	
		goods.....	2, 930, 873

EXPORTS.

Agricultural machinery and		Grain—Continued.	
implements.....	\$308, 779	Unprepared—Cont'd.	
Apparel and slops.....	665, 620	Wheat.....	\$1, 576, 682
Bark.....	85, 056	Other.....	188, 079
Beer, cider, and perry.....	107, 831	Flour.....	671, 465
Bicycles and parts.....	601, 465	Oatmeal.....	150, 895
Biscuits and bread.....	200, 436	Other (including malt	
Bones and bonedust.....	44, 616	and rice).....	256, 357
Books.....	359, 658	Hardware and ironmongery.....	184, 221
Boots and shoes.....	231, 869	Hats, caps, and bonnets.....	67, 323
Butter.....	3, 586, 325	Hay, chaff, and straw.....	606, 945
Candles.....	22, 565	Hides.....	141, 985
Cheese.....	35, 900	Hops.....	91, 339
Coffee.....	70, 170	Horns and hoofs.....	5, 766
Confectionery.....	35, 252	Jams and jellies.....	108, 839
Drugs and chemicals.....	228, 134	Jewelry.....	99, 052
Fish, preserved and salted....	76, 121	Leather.....	1, 465, 522
Fruits:		Leather ware (including sad-	
Fresh.....	238, 156	dlery and harness).....	86, 248
Preserved and dried.....	200, 723	Live stock:	
Furniture and upholstery.....	208, 539	Cattle.....	222, 812
Glass and glassware.....	110, 479	Horses.....	608, 687
Gold bullion.....	1, 319, 065	Sheep.....	387, 887
Grain:		Pigs.....	20, 035
Unprepared—		Machinery (unenumerated,	
Oats.....	281, 575	including engines and	
		boilers).....	992, 741

*Exports—Continued.*

Manufactures of metals, un- enumerated .....	\$756, 482
Meats:	
Frozen—	
Rabbits .....	273, 015
Other .....	598, 224
Bacon and ham .....	135, 887
Preserved—	
Rabbits .....	158, 613
Other .....	72, 116
Salted .....	19, 251
Oil of all kinds .....	306, 389
Oilmen's stores (including pickles and sauces, etc.) ..	167, 665
Onions .....	108, 386
Paper (including paper bags) ..	131, 979
Photographic goods .....	51, 531
Potatoes .....	168, 157
Skins:	
Sheep .....	1, 223, 705

Skins—Continued.	
Rabbit .....	\$224, 413
Other .....	225, 362
Soap .....	80, 618
Specie .....	27, 622, 969
Spirits .....	394, 999
Starch .....	75, 790
Stationery .....	164, 881
Sugar and molasses .....	732, 072
Tallow .....	459, 923
Tea .....	782, 888
Timber .....	123, 326
Tobacco, cigars, and snuff ...	422, 037
Vegetables:	
Fresh .....	21, 266
Preserved and salted ....	23, 991
Wine .....	221, 761
Wool .....	19, 645, 904
Woolens and woolen piece goods .....	189, 628

## TRADE WITH UNITED STATES.

The following is a list of the principal articles imported from and exported to the United States during 1898:

## IMPORTS.

Acids .....	\$19, 863
Alkali (bicarbonate of soda, etc.) .....	28, 444
Arms and ammunition .....	7, 970
Blacking .....	9, 664
Books and periodicals .....	11, 907
Broom corn .....	14, 185
Bicycles and bicycle parts ...	50, 800
Clocks .....	37, 106
Cotton and piece goods .....	25, 349
Drugs and chemicals .....	14, 876
Engines .....	8, 977
Fancy goods .....	11, 796
Fruits, bottled, etc. ....	9, 586
Furniture and upholstery ...	28, 453
Glass and glassware .....	7, 888
Grindery (shoemakers' ma- terials) .....	13, 626
Haberdashery .....	10, 726
Hardware and ironmongery ..	110, 529
Implement, agricultural .....	308, 126
India-rubber goods .....	13, 203
Instruments:	
Musical .....	12, 303
Surgical, etc. ....	30, 293
Iron:	
Pig .....	58, 588
Pipes .....	17, 824
Rails .....	215, 030
Wire .....	169, 727
Jewelry .....	10, 088
Lamps and lamp ware .....	21, 347
Leather:	
Kid, calf kid, etc. ....	22, 195
Other .....	31, 529
Machinery, agricultural, etc.	67, 313

Machines, sewing .....	\$50, 056
Machine tools .....	28, 225
Maizena and corn flour .....	28, 059
Manufactures of metals .....	36, 697
Meats, potted .....	5, 630
Medicines .....	40, 172
Oil:	
Kerosene, etc .....	724, 194
Lubricating .....	164, 676
Oilmen's stores .....	15, 400
Paper:	
Printing .....	34, 648
Other .....	194, 653
Plaster .....	9, 119
Plated ware .....	17, 707
Printing materials .....	12, 700
Resin .....	31, 646
Sausage skins .....	24, 696
Seeds, clover, etc. ....	11, 922
Soap, perfumed .....	14, 847
Spirits .....	12, 168
Stationery .....	23, 071
Steel .....	13, 781
Slates .....	23, 168
Sugar, glucose .....	40, 731
Timber .....	390, 842
Tobacco:	
Manufactured .....	316, 268
Unmanufactured .....	170, 049
Tools and utensils .....	94, 881
Turpentine .....	50, 119
Twine, reaper and binder ...	28, 832
Watches .....	11, 820
Wax, paraffin .....	31, 993
Wooden ware .....	70, 851

## EXPORTS.

Wool .....	\$356, 384	Skins, rabbit, etc. ....	\$106, 780
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The imports from the United States have increased by \$1,424,560 over the value of those of 1897, an expansion due to a larger demand for our acids, blacking, broom corn, bicycles, clocks, cotton goods, drugs and chemicals, fancy goods, furniture, agricultural machinery and implements, india-rubber goods, musical and scientific instruments, iron and steel, sewing machines, oils, plated ware, resin, sausage skins, stationery, slates, sugar, wooden ware, etc., all of which show marked improvement.

The colony is rapidly increasing in population and wealth, its industries being more firmly established and the volume of trade larger than for many years. The colonies are on the eve of federation,<sup>1</sup> and Victoria in its central situation will doubtless reap much benefit by the formation of such a union.

JOHN P. BRAY, *Consul-General*.

MELBOURNE, *July 25, 1899.*

#### TRADE WITH THE UNITED STATES IN 1899.

The following return, specially prepared by the collector of customs at Melbourne, shows the value of the various articles imported into the colony of Victoria from the United States during the six months ended June 30, 1899:

Acids (other than sulphuric and acetic) .....	\$13, 129	Cotton manufactures.....	\$1, 002
Alkali:		Cotton wick.....	180
Soda, ash .....	5, 577	Cutlery .....	1, 980
Soda, bicarbonate .....	2, 285	Drugs .....	13, 942
Soda, caustic .....	597	Dyes .....	3, 348
Apparel (not otherwise enumerated) .....	2, 618	Earthenware .....	408
Arms and ammunition.....	4, 788	Electric-light fittings.....	9, 187
Artists' materials .....	77	Engines (not enumerated) .....	2, 851
Axles and arms .....	3, 572	Essences and essential oils.....	228
Bags, fancy, hand, etc .....	29	Fancy goods .....	3, 099
Bark .....	63	Felt sheathing.....	1, 250
Belting (machine), leather .....	150	Firewood .....	126
Blacking, burnishing ink, etc .....	3, 922	Fish, preserved.....	2, 389
Books, printed, and periodicals .....	6, 014	Furniture.....	20, 191
Boots and shoes .....	21, 524	Glassware.....	9, 562
Bottles containing liquids .....	1, 786	Gloves.....	34
Boxes, cardboard or paper .....	228	Glue .....	389
Broom corn, millet .....	6, 477	Government stores (not enumerated) .....	62, 330
Brush ware .....	2, 680	Grain .....	2, 679
Candles .....	9	Grease, antifriction.....	1, 459
Canvas .....	2, 598	Grindery (shoemakers' materials) .....	19, 013
Cards, playing .....	5, 708	Haberdashery.....	5, 119
Carpeting .....	783	Hardware and ironmongery ..	89, 115
Carriages and bicycles .....	39, 135	Hollow ware.....	773
Cement .....	496	Hops .....	486
Chinaware and porcelain.....	262	Hosiery .....	1, 292
Clocks .....	19, 315	Implements:	
Cocoa, raw .....	491	Agricultural.....	111, 225
Coffee, raw .....	4, 832	Reapers and binders, etc ..	17, 139
Combs, toilet.....	87	India-rubber goods .....	1, 786
Confectionery .....	1, 932	Ink .....	846
Copper .....	1, 730	Instruments:	
Cordage .....	4, 462	Musical .....	13, 362
Corks, cut .....	58	Scientific .....	16, 045
Cotton piece goods .....	28, 600	Iron .....	34, 729

<sup>1</sup> See footnote, p. 1059.

*Exports—Continued.*

Iron and steel:		Printing materials .....	\$8,511
Plates .....	\$5,586	Provisions .....	1,824
Rails .....	100,556	Resin .....	26,945
Wire .....	104,253	Rice .....	209
Jewelry .....	8,360	Saddlery and harness .....	472
Lamps .....	11,472	Saddlers' ironmongery .....	846
Lard .....	175	Samples, travelers' .....	1,031
Leather .....	54,058	Sauces .....	442
Linen manufactures .....	248	Sausage skins .....	14,833
Machinery .....	117,688	Screws .....	218
Machines, sewing .....	31,972	Seeds, grass .....	4,296
Machine tools .....	16,711	Silk manufactures .....	345
Maizena and corn flour .....	7,533	Soap .....	9,085
Manufactures of metals .....	18,225	Specimens of natural history .....	345
Mats and rugs .....	121	Spirits .....	4,948
Meats, potted .....	3,542	Sponges .....	34
Medicines .....	23,359	Stationery .....	9,007
Medicinal herbs .....	272	Steel .....	2,374
Metal ware, mixed .....	2,481	Stones:	
Milk, preserved .....	3,547	Grind .....	355
Nails, iron and steel .....	1,221	Slates, roofing .....	13,436
Naphtha .....	2,097	Sugar, glucose .....	10,436
Nets and netting .....	87	Tapioca .....	535
Oil:		Telegraphic materials .....	24
Castor and cod .....	1,400	Tiles, retorts, etc. ....	9
Kerosene .....	212,106	Timber .....	236,051
Lubricating .....	117,954	Tobacco:	
Other .....	2,043	Manufactured .....	141,167
Oilcloths .....	875	Unmanufactured .....	98,498
Oilmen's stores .....	530	Cigars .....	11,470
Ores, clays, etc .....	34	Cigarettes .....	16,400
Paints .....	2,545	Tools of trade .....	50,321
Paintings and engravings .....	520	Turpentine .....	12,745
Paper:		Umbrella materials .....	310
Printing .....	92,229	Varnish .....	311
Other .....	20,606	Vegetables, bottled .....	53
Paper hangings .....	2,254	Watches .....	8,010
Perfumery .....	671	Wax .....	52,912
Personal effects .....	2,048	Wooden ware .....	31,457
Photographic goods .....	486	Woolen piece goods .....	145
Pitch and tar .....	189	Woolen manufactures .....	189
Plaster .....	5,581		
Plated ware .....	11,621	Total .....	2,401,247
Potatoes .....	9		

These figures show an increase of 50 per cent over those of the corresponding half of last year, and should this increase continue, the total imports will probably be the largest reached by the United States in this colony in any one year.

JOHN P. BRAY, *Consul-General.*

MELBOURNE, *October 10, 1899.*

#### TRADE OF VICTORIA IN 1899.

Consul-General Bray sends from Melbourne, February 5, 1900, copy of an editorial in a local newspaper on the subject of the prosperity of Victoria, which reads:

Among the numerous signs of the high condition of prosperity to which Victoria has once more attained, none is more definite and impressive than the record of the imports and exports for the past year. For the external trade of any country which

is very largely dependent upon its production of raw and food materials must be the chief criterion of its circumstances, although in the case of Victoria it is happily the fact that home industrial interests, apart from exportation, are also steadily growing. The figures recently published indicate that the volume of exports was of unprecedented magnitude, while the imports were the largest for any one year since 1891. They show, moreover, that the exports of 1899 exceeded the imports, notwithstanding that a considerable decrease, as compared with the previous year, took place in the shipments of gold, a larger amount of the precious metal being retained in the colony. The actual amount of the imports (subject to any small revision that may be made, the statement being a preliminary one) was £17,952,000 (\$87,363,400) against £18,768,000 (\$81,601,400) for the previous year, the increase being £1,184,000 (\$5,762,000); and the actual amount of the exports was £18,567,000 (\$90,356,300) against £15,872,000 (\$77,241,000), an increase of £2,695,000 (\$13,115,300). The aggregate of the imports and exports thus showed an increase of nearly four millions sterling, a movement of a remarkable character. The totals include the reexport or transit trade, and the extent of this trade in 1899 has not yet been stated. But there are sufficient reasons for the belief that the improvement is due entirely to Victorian production, the greatly augmented values of the export of wheat, butter, and wool quite accounting for it, without reference to any other cause.

Victorian commerce has had some curious experiences during the last thirteen or fourteen years. Stimulated by public and private borrowings on a very large scale, the imports for the four years 1888 to 1891 reached the enormous total of about £93,000,000 (\$452,584,500). After borrowings had ceased and the banking crisis had supervened, the imports for the four years 1893 to 1896 amounted to only £53,000,000 (\$257,924,500), and during that time of depression the mercantile community had to face the very great difficulties incident to a sudden restriction of demand. But since 1896, imports have steadily increased. That increase is, however, due to the great development of the export trade, or, in other words, to exertions that have been made to increase production. During the four years 1886 to 1889, just before the culmination of the boom period, the aggregate amount of the exports was less than £50,000,000 (\$243,325,000), but for the last four years, 1896 to 1899, it exceeds £65,000,000 (\$316,322,500). The severe financial troubles arising largely from a sudden cessation of borrowing threw the colony back upon its own resources, with results already great, but which may be expected to become much greater.

As we have already stated, the recent expansion of the export trade is accounted for principally by those great staples of production, wool, wheat, and butter. The net increase in the value of wool exported during the year exceeds £1,100,000 (\$5,353,150), a figure which does not, however, indicate the true increase in the value of the clip, an increase which is estimated at £1,800,000 (\$8,759,700). The colony really benefits by the extra amount just named, but for shipping and other reasons the full extent of this gain is not shown by the custom-house statement for 1899. This very large accretion to the colony's income does not fall exclusively to a limited number of squatters, but it is participated in by many farmers, who by the adoption of mixed methods are now considerable producers of the wealth-bestowing fleece. Turning to breadstuffs, wheat and flour, we find that the increase in the value of exports as compared with 1898 exceeds a million sterling. The magnitude of the export was occasioned less by the average yield per acre, which was only moderate, than by the efforts wheat growers have made, especially of late years, to extend the cultivated area. Their industry and perseverance in this matter were greater than ever before during three years of lean harvests. Their patience met with a fair reward in 1899, and it is likely to be as well recompensed in 1900. Considering the great number of wheat growers proportionately to the entire population, the substantial increase in the value of their year's crop, notwithstanding low prices, is very satisfactory. The return is widely distributed, and the only thing to be regretted in connection with it is that prices continue to be on a low level. Owing to the influences of a propitious season, perhaps the most remarkable expansion of the year was in the quantity of butter shipped. The exports were very nearly doubled, the total quantity for 1899 being about 323,000 hundredweight, of a declared value of a little over £1,400,000 (\$6,813,100), against about 166,000 hundredweight, valued at about £736,000 (\$3,581,744) for 1898. The distribution of the proceeds from this article is also very wide. There are other agricultural products of which the exports have increased.

In addition to the exports of large staples of commerce, the mercantile connection of Victoria with the rest of the colonies has been materially strengthened. Figures are not yet available to show the improvement in this direction, but it is gratifying that the importance of Melbourne as a purely commercial center is again growing. This development is due partly to the expanding wants of all the colonies and partly



to the vigor with which operations are conducted. But the establishment of branches in other colonial centers by large firms primarily connected with Melbourne militates somewhat against our reexport trade in manufactures and other articles, those branches being mainly fed from the original sources of supply.

Reassuring as the position of Victorian commerce was in 1899, there is confident ground for the hope that expansion will continue to be the feature for some time to come. Vicissitudes may, of course, be expected to occur in the future, but they will be of a natural character as compared with those that were occasioned by the artificial conditions that prevailed some years ago. The commerce of Victoria now rests, in fact, upon the sound and healthy basis of production from the soil, in the several ways of gold mining, the pastoral industry, wheat growing, dairying, etc., and upon the wide distribution of the proceeds among the country's toilers.

## POLYNESIA.

### NEW CALEDONIA.

I give below the imports and exports for the first six months of 1898 and 1899:

#### IMPORTS.

Products from—	1898.		1899.	
	<i>Francia.</i>	<i>Dollars.</i>	<i>Francia.</i>	<i>Dollars.</i>
France.....	1,824,677	352,163	2,890,354	557,838
French colonies.....	255,252	49,264	830,476	63,782
Australia.....	1,906,676	367,968	2,110,239	407,276
Other countries.....	270,169	52,143	237,492	45,836
Total.....	4,256,774	821,568	5,568,561	1,074,732

#### EXPORTS.

Colonial productions.....	2,268,420	437,805	5,017,752	968,426
French goods.....	64,536	12,455	32,939	6,357
Foreign goods.....	17,743	3,424	21,440	4,138
Total.....	2,350,699	453,684	5,072,131	978,921

It will be seen that the imports increased over 1,000,000 francs in the period under consideration, while the exports doubled. The mining industry is responsible to a great extent for the increase in exports.

PAUL EUGENE WOLFF,  
*Commercial Agent.*

NOUMEA, *August 10, 1899.*

### SAMOA.<sup>1</sup>

I inclose two statements obtained from the collector of customs of Apia, one showing the value of exports and imports of Samoa for 1898 and the other the vessels entered inward and outward at Apia.

<sup>1</sup> In compliance with circular of July 10.

## COPRA.

Copra is the only export from Samoa of any importance. Besides this there are four or five consignments of fruit (bananas, pineapples, and limes) and a small amount of cacao shipped yearly.

From September 13, 1898, to May 18, 1899, no copra was shipped to the United States, because a better price was offered in Sydney. Now, however, a new contract has been made by the principal exporters, and they have shipped 405,41½ tons, valued at \$26,122, to date. They have also sent \$123 worth of whole cocoanuts. These shipments represent the entire export to the United States for 1899 to October 5. As the copra crop this year is the largest on record in Samoa, and as Tonga and Fiji also have exceptional outputs, I think that for a number of months the San Francisco steamers will take 100 or more tons each trip.

## CACAO.

Cacao is beginning to give some return on investments, although a large amount was cut down during the war. During 1899, several hundred dollars worth of the cured beans have been sent to Hamburg. Samoa seems to produce most excellent cacao. What has been exported has always commanded top prices. Full-grown trees produce about 8 pounds of cured beans per year, while I am informed that in other places where it is grown 3 or 4 pounds is considered a large yield per tree. Samoan cacao comes into full bearing after four or five years, which is much sooner than other cacao. If some one with capital would plant large plantations and employ experts to cure cacao, I think it would pay very well indeed. The great expense would be to obtain and clear the land. The cost of cultivation and curing would be comparatively small. The local planters have not the money to plant to any large extent.

## GENERAL.

During the years 1898 and 1899, there have been no changes in currency values, exchange, tariff rates, port regulations and dues, or harbor improvements. During the first part of 1900, when the new Government is formed, there will probably be a number of changes in these matters. It is understood here that steam communication with San Francisco will also be doubled. I will report these changes when they occur.

## TRANSPORTATION.

The means of internal communication is by small schooners of 8 to 25 tons, native whaleboats and native footpaths. There are no regular routes or rates for interisland and internal travel. The Oceanic Steamship Company, of San Francisco, has one steamer each way a month between Sydney and San Francisco. The time between Apia and the latter place is fourteen days. Passenger rate, \$150 and \$75; freight, \$16 a ton, \$12 to shippers. The time to Auckland is five days and to Sydney eight. There are also two New Zealand steamers which meet here, going in opposite directions on a circuit connecting Auckland, Tonga, Samoa, Fiji, and Sydney.

## TAXES.

The licenses and taxes on occupations are as follows:

Tavern keeper (month).....	\$10	Printing press.....	\$12
Baker (year).....	12	Waterman.....	6
Blacksmith (year).....	5	Domestics.....	5
Carpenter.....	6	Doctor (year).....	30
Pilot.....	24	Barber (year).....	5
Surveyor.....	6	Butcher (year).....	12
Clerks more than \$75.....	6	Engineer.....	12
Attorney (year).....	60	Shoemaker.....	6
Bank (year).....	60	Clerks, \$75 a month.....	3
Boat builder (year).....	6	Tailor.....	6
Photographer.....	12		

There are no licenses or regulations affecting commercial travelers, and no passports are required.

## POSTAGE AND QUARANTINE.

The postage rate is 5 cents per half ounce for letters, and other matter is also sent at Postal Union rates.

Any ship having on board cholera, smallpox, scarlet fever, scarlatina, influenza, diphtheria, croup, typhoid fever, typhus fever, relapsing fever, yellow fever, dengue fever, measles, or leprosy is not allowed to land or take on freight. No passengers can land, but they can be taken on board. No communication can be held with the shore, but the mails can be sent ashore, when the sacks and boat crew are fumigated.

L. W. OSBORN, *Consul-General*.

APIA, October 5, 1899.

*Statement showing value of goods and produce imported and exported during year 1898.*

## IMPORTS.

From Germany:			
Goods subject to A 1-8 duties.....	\$14,730.61		
Goods subject to A 9 duties.....	48,957.15		
			\$63,687.76
From Great Britain:			
Goods subject to A 1-8 duties.....	569.00		
Goods subject to A 9 duties.....	7,555.38		
			8,124.38
From United States:			
Goods subject to A 1-8 duties.....	1,599.01		
Goods subject to A 9 duties.....	50,875.26		
			52,474.27
From Australian colonies:			
New South Wales and Sydney—			
Goods subject to A 1-8 duties.....	\$7,047.29		
Goods subject to A 9 duties.....	117,180.14		
			124,227.43
New Zealand, Auckland and Westport—			
Goods subject to A 1-8 duties.....	1,609.85		
Goods subject to A 9 duties.....	86,393.10		
			88,002.95
			212,230.38
From Fiji, Suva and Levuka:			
Goods subject to A 1-8 duties.....	49.00		
Goods subject to A 9 duties.....	3,468.17		
			3,517.17

From Tonga, all ports:		
Goods subject to A 1-8 duties.....	\$280. 00	
Goods subject to A 9 duties.....	1, 681. 20	
Copra in transit .....	7, 380. 00	\$9, 341. 20
From other southern Pacific islands:		
Goods subject to A 9 duties.....	1, 634. 86	
Copra in transit (104½ tons).....	4, 702. 50	6, 336. 86
From New Britain (Mioko):		
Goods subject to A 1-8 duties.....	1, 320. 00	
Goods subject to A 9 duties.....	671. 50	
Copra in transit (271 tons).....	12, 195. 00	14, 186. 50
From Hawaii (Honolulu): Goods subject to A 9 duties.....		285. 00
Total .....		370, 183. 52

## EXPORTS.

To Europe:		
Copra produce of Samoa (2,908½ tons) .....	\$130, 893. 75	
Copra in transit (187 tons).....	8, 415. 00	139, 308. 75
To United States (San Francisco):		
Copra produce of Samoa (623½ tons) .....	28, 068. 75	
Copra in transit (62 tons).....	2, 740. 00	
Goods under bond and free.....	2, 285. 00	33, 093. 75
To Chile (Valparaiso):		
Copra produce of Samoa (127½ tons) .....	5, 748. 75	
Copra in transit (271 tons).....	12, 195. 00	17, 943. 75
To Australian colonies:		
New South Wales (Sidney)—		
Copra produce of Samoa.....	\$48, 892. 50	
Copra in transit .....	877. 50	
Goods under bond and free.....	3, 130. 00	52, 900. 00
To New Zealand (Auckland):		
Copra produce of Samoa.....	708. 75	
Fruit and goods under bond and free.....	3, 596. 00	4, 304. 75
To Fiji (Levuka): Stock.....		57, 204. 75
To Tonga (all ports): Goods under bond and free.....		25. 00
To other southern Pacific islands: Goods under bond and free.....		11, 985. 00
To Hawaii (Honolulu): Fruit and free goods.....		2, 605. 15
To New Britain: Goods under bond and free.....		509. 00
Ships' stores:		2, 448. 50
Goods under bond.....	\$1, 156. 40	
Stores and coal .....	19, 194. 00	20, 350. 40
Total .....		285, 472. 05

*Return of vessels entered inward at the port of Apia, 1898.*

## INWARD.

Nationality of vessel.	Steam.		Sailing.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British .....	40	50, 455	.....	.....	40	50, 455
German .....	.....	.....	12	890	12	890
United States .....	17	32, 968	3	467	20	33, 430
Norwegian .....	.....	.....	4	2, 450	4	2, 450
Danish .....	.....	.....	8	1, 324	3	1, 324
Grand total .....	57	83, 413	22	5, 121	79	88, 539

*Return of vessels entered outward at the port of Apia, 1898.*

## OUTWARD.

Nationality of vessel.	Steam.		Sailing.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British .....	40	50,455	1	25	41	50,480
German .....			13	919	13	919
United States .....	17	32,968	8	467	20	33,430
Norwegian .....			4	2,450	4	2,450
Danish .....			8	1,324	8	1,324
Grand total .....	57	83,418	24	5,186	81	88,603

## TAHITI.

During the year 1898, the trade of Tahiti and dependencies experienced a general decrease of business as compared with the previous one. Imports were valued at \$599,429.98 and exports at \$592,066.89, the total trade being \$1,191,496.87 as against \$1,390,261.45 for 1897, a decrease of \$198,764.58, thus shown :

	Imports.	Exports.
1897 .....	\$760,127.80	\$630,133.65
1898 .....	599,429.98	592,066.89
Differences in 1898 .....	160,697.82	38,066.76

*Table showing distribution of trade with foreign countries during 1898.*

Country.	Imports.	Exports.
United States .....	\$255,408.46	\$204,467.54
New Zealand .....	96,271.01	137,565.94
France and colonies .....	141,983.76	20,538.11
England .....	37,865.00	61,839.90
Azores .....		74,364.70
Russia .....		27,090.00
Germany .....	7,775.26	19,090.96
Other countries .....	60,123.09	47,109.74
Total .....	599,429.58	592,066.89

## UNITED STATES TRADE.

*Imports into Tahiti from the United States during the year 1898.*

Articles.	Value.	Articles.	Value.
Live stock .....	\$713.29	Paints .....	\$1,334.82
Tinned butter, lard, meats, and soups .....	12,135.06	Soap .....	4,568.15
Fish:		Glassware and pottery .....	464.54
Dried, salted, and smoked .....	1,371.13	Rope and fish-line .....	2,819.20
Salmon .....	5,601.31	Printed and plain cottons, calicoes,	
Flour .....	50,270.69	muslins, shirtings, etc .....	32,063.70
Grains and barley .....	5,200.42	Embroidery .....	3,424.42
Other farinaceous products .....	22,519.54	Paper .....	1,591.26
Fruits, fresh and preserved .....	1,280.70	Leather goods .....	4,656.35
Sugar, refined .....	4,990.24	Tools and metal manufactures .....	21,755.88
Oils .....	2,670.66	Machines .....	7,708.36
Lumber and building materials .....	3,091.20	Furniture .....	8,561.28
Vegetables .....	1,419.12	Articles manufactured of wood .....	15,724.01
Wine, Californian .....	10,610.00	Bicycles and supplies .....	15,221.66
Kerosene .....	3,375.63	Other articles .....	8,656.93
Metals .....	498.22		
Chemicals .....	701.79	Total .....	255,408.46

*Exports from Tahiti to the United States during the year 1898.*

Article.	Value.	Article.	Value.
Bechi de mer .....	\$1,410.40	Vanilla beans.....	\$60,181.84
Cocoanuts.....	4,242.85	Other articles.....	423.02
Copra.....	97,245.60		
Desiccated cocoanut.....	152.98	Total.....	194,290.52
Hides (salted).....	187.99	In transit.....	4,553.68
Mother-of-pearl shell.....	27,711.34	Articles not declared.....	5,623.34
Specie (silver coin).....	2,735.00	Total.....	204,467.54

## IMPORTS.

*United States.*—The United States, as usual, leads other countries in the value of imports. During the year 1898 imports from the United States were valued at \$255,408.46 as against \$345,920.66 for the previous year, a decrease of \$90,512.20. This diminution consisted principally of cotton fabrics (\$10,530), provisions (\$14,905), and specie (Chilean and Peruvian silver coin, \$39,415). A marked increase was experienced in the following articles: Barley, lumber, preserved milk, machinery, and tools. The United States has for some years supplied all the flour, lumber, kerosene, and tinned salmon used here.

*Great Britain and New Zealand.*—British imports for the year under review were valued at \$134,136.01 as against \$232,462.60 for 1897, a decrease of \$98,326.59. A considerable decline in the importation of British cotton goods has been experienced in past two years, and during the year 1898 this decrease was about \$57,500 as compared with the previous year. I may state that Britain's declining trade in cotton fabrics is owing to competition from the United States. Our country has in recent years increased its export of cotton goods to this colony as well as to other islands of the Pacific. The United States now manufactures cotton fabrics cheaper and more suitable for this trade than those made in England. The chief articles of import from Great Britain and colonies for the year 1898 were: Cotton and woolen fabrics (\$31,175), provisions and tinned goods (\$37,920), drapery (\$2,450), hardware and machinery (\$11,525), specie (\$8,265), live stock (\$6,575), coal (\$11,680), and soap (\$8,000).

*France.*—French imports during 1898 were valued at \$141,983.76, including \$49,540 of Government stores; deducting the latter, the actual value of French imports for trade purposes was \$92,443.76, as against \$78,200.20 for the year 1897, an increase of \$14,243.56. The following were the principal articles of import: Cotton, woolen, and silk manufactures, \$13,190; clothing and drapery, \$6,225; ironmongery and hardware, \$8,350; provisions, \$16,000; wines and spirits, \$24,780, and leather goods, \$3,410.

*Germany.*—German imports for 1898 were valued at \$7,775.26, as against \$26,790.12 for the previous year, a decrease of \$19,014.86.

*Principal articles of import into Tahiti during the year 1898.*

Article.	Value.	Article.	Value.
Printed and plain cottons, calicoes, muslins, shirtings, etc.....	\$79,080.00	Paints and oils.....	\$6,790.00
Clothing and drapery.....	18,140.00	Coal.....	20,985.00
Ironmongery and hardware.....	70,340.00	Lumber and building materials.....	25,840.00
General groceries, tinned provisions, and oilmen's stores.....	86,690.00	Kerosene oil.....	8,575.00
Breadstuffs, grains, etc.....	82,755.00	Other articles, including government stores and produce imported from adjacent British islands.....	158,314.58
Beer, spirits, wines, etc.....	87,080.00		
Live stock.....	8,140.00		
Opium.....	1,710.00	Total.....	599,429.58

*Comparative table of imports from foreign countries into Tahiti for the years 1897-98.*

Country.	1897.	1898.	Difference.
United States.....	\$345,920.66	\$255,408.46	-\$90,512.20
France and colonies.....	78,200.20	141,983.76	+ 63,783.56
New Zealand.....	187,943.81	96,271.01	- 91,672.80
England.....	94,618.79	87,865.00	- 6,753.79
Germany.....	26,790.12	7,775.28	- 19,014.84
Other countries.....	76,754.20	60,128.09	- 16,626.11

a Including government stores valued at \$49,540.

## EXPORTS.

*Comparative table of exports from Tahiti to foreign countries during the years 1897-98.*

Countries.	1897.	1898.	Difference.
United States.....	\$304,403.17	\$204,467.54	-\$99,935.63
New Zealand.....	100,648.65	137,565.94	+ 36,917.29
Azores.....		74,364.70	+ 74,364.70
England.....	94,639.90	61,839.90	- 32,800.00
Russia.....		27,090.00	+ 27,090.00
France and colonies.....	62,207.10	20,538.11	- 41,668.99
Germany.....	36,016.18	19,090.96	- 16,925.22
Other countries.....	82,219.63	47,109.74	+ 14,890.11

The total value of exports from Tahiti during 1898 was \$592,066.89, as against \$630,133.65 for the year 1897, a decrease of \$38,066.76. This shrinkage is due in a measure to the falling off in the quantity of mother-of-pearl shells, and also to a decrease in value of vanilla beans.

*Copra.*—This product was in good demand at prices slightly enhanced. The quantity was increased, as compared with the previous year, by about 2,000 tons; however, there must be deducted some 800 tons, which arrived from Tonga during the latter part of 1897 and was reexported during the year under review.

*Mother-of-pearl shell.*—The export of shell was 14 tons less than for 1897. The future production of shell will average about 400 tons per annum, unless the "diving machines" are again authorized, when it is estimated that the fisheries could produce at least 600 tons per annum.

*Vanilla beans.*—The amount of vanilla exported during 1898 was 92,105 pounds, valued at \$103,362.89, as against 75,726 pounds, valued at \$179,310 for previous year, an increase of production of 16,379 pounds and a decrease in value of \$75,947.11. Vanilla culture is now the principal occupation of the native planters. New methods of curing have been introduced, which it is confidently expected will improve the quality of the beans.

*Exports from Tahiti during the year 1898.*

Article.	Quantity.	Value.
Cocoanuts.....number..	418,004	\$4,204.84
Copra.....tons..	5,448	242,800.92
Cotton, in bales.....pounds..	60,040	5,458.20
Dedicated cocoanut.....do..	4,202	382.00
Fungus.....do..	28,366	1,048.98
Mother-of-pearl shell.....tons..	437	181,887.60
Oranges.....number..	1,907,470	4,102.94
Vanilla beans.....pounds..	92,106	108,362.89
Other articles.....		3,427.73
Articles of foreign production and manufacture reexported.....		45,390.79
Total.....		\$592,066.89

## STEAM COMMUNICATION.

The Polynesian Steamship Company, Limited, a United States corporation, has submitted a proposition to the government of Tahiti for the transportation of mails between Tahiti and San Francisco, and in the event of the subsidy demanded (\$30,000 per annum) being granted, a five-weekly service will be inaugurated in January, 1900.

The absence of steam communication with San Francisco has in recent years restricted trade expansion with the United States. The present line of sailing vessels has been the means of the establishment of existing trade relations between the United States and Tahiti; however, the business has outgrown the inadequate means of communication, and until a rapid steam service is inaugurated trade between the United States and Tahiti will experience no great enlargement.

*Shipping arriving and clearing at the port of Papeeti, Tahiti, during the calendar year 1898.*

## ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
United States.....	15	5,129			15	5,129
French.....	3	1,975			3	1,975
French coasters.....	242	6,416	25	7,150	267	13,566
British.....	1	1,146	13	14,043	14	15,189
British coasters.....	10	414			10	414
Danish.....	2	660			2	660
Norwegian.....	3	1,639			3	1,639
Total.....	276	17,379	38	21,198	314	38,572
Total for last year.....	256	17,172	14	8,664	270	25,836

## CLEARED.

United States.....	16	5,519			16	5,519
French.....	2	1,250			2	1,250
French coasters.....	256	6,975	24	6,768	280	13,743
British.....	1	1,146	13	14,043	14	15,189
British coasters.....	10	414			10	414
Danish.....	3	968			3	968
Norwegian.....	3	1,639			3	1,639
Total.....	291	17,911	37	20,811	328	38,722
Total for last year.....	279	16,666	13	8,506	292	25,172

J. LAMB DOTY, *Consul.*

TAHITI, *July 5, 1899.*

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